

Hist of Asia vol 2.

CONSIDERATIONS
ON THE
PRACTICABILITY AND ADVANTAGES
OF A
MORE SPEEDY COMMUNICATION
BETWEEN
GREAT BRITAIN and her Possessions in INDIA:
WITH
THE OUTLINE OF A PLAN FOR THE MORE READY
CONVEYANCE OF INTELLIGENCE OVER-LAND
BY THE WAY OF SUEZ;
AND
AN APPENDIX,
CONTAINING INSTRUCTIONS FOR TRAVELLERS TO INDIA, BY
DIFFERENT ROUTES, IN EUROPE AS WELL AS ASIA.

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CAPTAIN IN THE HONOURABLE COMPANY'S MILITARY ESTABLISHMENT AT BOMBAY.

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CONSIDERATIONS

PRACTICABILITY AND ADVANTAGES

OF THE

GREAT BRITAIN AND IRELAND

THE OUTLINE OF A PLAN FOR THE

CONSTRUCTION OF A RAILWAY

AT THE

OF THE

CONTAINING A DESCRIPTION OF THE

WORKING OF THE

BY JOHN TAYLOR

OF THE



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1850.

P R E F A C E.

PRACTICAL experience of the difficulties and delays which impede the conveyance of intelligence by the way of Buffora, first led me to consider whether a more eligible route might not be adopted for the intercourse over land, between Great Britain and India. In August 1789, I made the journey from England to Bombay, by the Great Desert, in charge of the Company's dispatches. With every exertion on my part to expedite the journey, such were the unavoidable procrastinations I had to encounter, that it required six months to complete it. I have annexed a note, to shew the nature of these delays*. While my thoughts were occupied on this subject, I had the good fortune to meet with Colonel Capper's very able and interesting narrative of his journies to and from India, both by Buffora and Suez; and the satisfaction to find the

* See Note I.

opinion of a gentleman so eminently qualified to decide upon the subject, perfectly coincided with my own, as to the preference to be given, in every point of view, to the route through Egypt. Those who have perused this intelligent performance, will derive little additional information from an account whose only aim is to bring forward, perhaps at a more favourable season, what was proposed at a former period, more ably, by Colonel Capper; to acknowledge my obligation to that gentleman, and to excuse this short intrusion on the public attention under the authority of his opinion.

That the season is more favourable for the execution of the plan now suggested, than when it was originally recommended by Colonel Capper, will, it is presumed, be evident to those who consider the delay and insecurity which war creates in the conveyance of intelligence by sea, and the additional importance it frequently gives to the intelligence to be conveyed. Nor will it escape the most careless observer, that the Political and Commercial Interests of India are more intimately interwoven with the general prosperity of the

the empire, and those interests better understood, and more beneficially and ably conducted, than at any former period of the connection between these remote countries. To the superior knowledge of the highly distinguished characters who preside at the India Board, and in the Court of Directors, and to the respectable Members of both, I beg leave, with the utmost deference, to submit my ideas on the subject, confident they will be considered with the attention they may be found to deserve, and with no other partiality than that which, I trust, will not operate to my prejudice, a bias for the Public Welfare*.

Soon after my return to India, and while the impression of the difficulties of the Journey, by Buffora,

* From the brilliant success of the Marquis Cornwallis over Tippoo Sultan; his having resigned the government of British India in the best possible state of progressive improvement;—From the advantages gained in that quarter during the present contest; we are left without a rival in the eastern hemisphere.—The termination of the depending war, favourable, it is hoped, to Great Britain, will afford many years of tranquillity, to perfect the work so successfully and judiciously commenced.—It is not to be supposed, from the combination of so many favourable circumstances, but that every useful endeavour to promote present advantage, and future security, will be minutely attended to.

was recent, I drew up "Some Considerations on the Propriety and Practicability of sending Dispatches from India, by the way of Suez, and from India to England, by the same route," which were presented to Major General Abercromby, then Governor of Bombay, accompanied by an offer to make the attempt in one of the Company's cruizers, and to trust to the liberality of the Court of Directors for reimbursement, should the event justify the expectation I had formed. It is evident General Abercromby thought the scheme practicable and expedient, for he accepted the proposal, and an armed vessel belonging to the Company was detained on the Coast of Malabar, from November, 1790, till the 10th of February, 1791, for the express purpose of conveying me to Suez, with public dispatches. It happened unfortunately, however, that no event occurred in that interval, of sufficient importance to require a particular dispatch, and the season having elapsed, the idea was at that time given up.

I am happy to learn, that the Government of Bombay have lately made the attempt of an over-land dispatch,

dispatch, by the way of Suez, and that it has succeeded; and, I trust, it is not assuming too much, to presume, that the Memorial I had the honour to lay before that Government, in the year 1790, and the offer I then made, have contributed to the renewal of a channel of communication which ought never to have been interrupted, the acquisition of which becomes every day more important, in proportion as our dominions in the East are extended and improved, and the facility and expedition of which will be increased, and become manifest the oftener it is resorted to, and more especially should it be sanctioned by Government and the East India Company.

TO

SIR STEPHEN LUSHINGTON, BART. CHAIRMAN,

DAVID SCOTT, ESQ. DEPUTY CHAIRMAN,

AND

THE HONOURABLE THE COURT OF DIRECTORS OF THE
UNITED COMPANY OF MERCHANTS OF ENGLAND
TRADING TO THE EAST INDIES.

GENTLEMEN,

IT would betray considerable ignorance of your justice and liberality, to make any apology for soliciting your attention to a measure intended to promote the reciprocal advantage of the East India Company and the Nation, by approximating the intercourse between Great Britain and her Eastern Colonies. An object so important to the welfare of both, cannot have escaped your attention. As active and intelligent managers for the Company, you are fully qualified to estimate justly the merits of the Plan now proposed; and there is none more likely to give a fair and candid opinion on the subject. Much argument and
detail

detail have been omitted for the sake of brevity; a duty the idle owe, more than they are aware, to those who fill high stations. Influenced by this consideration, in enumerating the benefits to be derived from renewing the communication with India by the way of Suez, I have omitted such as are peculiar to the present moment: but as war is, I fear, to be calculated among the too probable contingencies of Empire, and even the period of the present awful contest not to be foreseen, I trust I may be permitted just to suggest, that during a state of hostility with any of the maritime powers of Europe, the value of an expeditious and regular communication with India, over land, is considerably enhanced. Our ships are retarded to wait for convoys, and to sail in fleets; and they sail at last with a risque of falling into the enemy's hands, and of thereby converting that intelligence intended for our safety, into an instrument of our destruction.

Great Britain has recently added the island of Corsica to her map of empire; an acquisition which may greatly facilitate the means of carrying into effect the
4 plan

plan now proposed.—One of her numerous harbours* may be substituted for Messina, and the packet-boats,

* “The harbour of Bastia has a mole for the convenience of small vessels (or packets), for which it is very well fitted.—The islands of Gorgona, Capraja, and the Elbe, are placed at no great distance in the sea which rolls between the east coast of Corsica and Tuscany, with the pope’s dominions; so that small vessels can never be at a loss for protection, should any sudden storm come upon them, as they can run into any of these islands. Corsica is not more than 80 miles S. W. of Leghorn.”—From whence Bastia may be distant about 100; and from San Fiorenzo not more than 10 miles.

BOSWELL’S Account of Corsica.

The natural advantages of Corsica to this country have been taken notice of by the political writers of the present day. [See English Review for September 1794, p. 237; and for January, 1795 p. 80.] And Mr. Boswell in his account of that island has not failed still more minutely to state them. He observes, “From his account of the harbours of Corsica, it will appear of how great consequence an alliance with this island might be to any of the maritime powers of Europe; for a fleet stationed there might command the commerce of Genoa, Tuscany, and the Ecclesiastical State, that between Spain and Naples, and a good share of that to the Levant: not to mention its influence over that of Sardinia. And it may be material to observe, that vessels stationed in the ports of Corsica might be formidable to France, as the western side of the island is directly opposite to the extensive coast of Provence, on which a descent might be made with cruizers in a very short time.” The difficulties experienced by Lord Hood after the loss of Toulon, for want of proper harbours in the Mediterranean, while the acquisition of Corsica has enabled Admiral Hotham to pursue vigorous and effectual operations in that quarter against the enemy at the present moment, in a great measure confirm the truth of Mr. Boswell’s observations.

exonerated from the impositions or caprice of a Foreign Government, may sail securely from an English port in the Mediterranean, with which a regular communication will, as a valuable dependency of the British State, be of course established.

Permit me to add, that with a view to corroborate and strengthen the facts and opinions advanced by me on this important subject, I have endeavoured to support both by the authority of those whose practical experience, information, and veracity, are generally acknowledged.

I have the honour to be,

With the utmost respect,

Gentlemen,

Your most obedient,

And most humble Servant,

London,
August 3d, 1795.

JOHN TAYLOR.

CONSIDERATIONS, &c.

THE importance of easy communication and speedy intelligence in Commerce, Politics, and War, is universally acknowledged. The dangers and the anxieties arising from the want of such communication between Great Britain and her India settlements, during the two last wars, are fresh in the memory of many, and will not be easily forgotten. The want of early intelligence nearly occasioned the loss of our possessions on the Coasts of Coromandel and Malabar; and this loss would have shook the security of every foot of land we held in India.

At the first of these periods, the vigilance and active zeal of Mr. HASTINGS saved that country. The acquittal of Mr. HASTINGS cannot fail of being received in this country and over all British India with the highest satisfaction. While it establishes the innocence of that gentleman, it reflects the highest lustre on national justice, and the security we enjoy under the protection of a happy constitution. The liberal vote of the East India Company to discharge the law

expences incurred by Mr. Hastings on his late trial, and a handsome pension besides, testify the high consideration they entertain of his eminent services, so justly estimated by Mr. Lushington in his able speech on the occasion. That gentleman, besides his other efforts in the public cause, has the merit of being the first Governor of British India, that endeavoured to reap the advantages of a communication between England and that remote country by the way of Suez. Some time in the year 1774, he opened a negociation with the Beys of Egypt, and obtained their consent to a free intercourse, which in 1778, was of singular benefit. The dispatches, ordering the reduction of Pondicherry, were forwarded by this route, and the fall of the principal French settlements in India, before they were prepared, or had the least knowledge of the war, gave a mortal wound to the power of our great Rival in that quarter; an event which operated strongly in our favour, when we were soon after attacked by the combined native powers of India: for by this unexpected blow, their Ally was deprived of a strong depot of men, arms, and ammunition, placed in the centre of the seat of war, and in the vicinity of Fort St. George.

This plan, avowedly beneficial as a measure of policy, was opposed in this country, on commercial considerations. The object of Mr. HASTINGS, in this arrangement, was, to promote at once the interests of Policy and of Commerce: but because the trade intended to be carried on by Suez, was deemed prejudicial

judicial to the interests of the East-India Company, the political advantages of the measure were sacrificed to the Company's exclusive trade. An Act of Parliament was obtained, prohibiting English subjects from exporting the produce of India by the way of Suez, after the 5th of July, 1782. Thus ended the intercourse between India and Europe by the port of Suez.

Had not Mr. HASTINGS's scheme been thus obstructed, this communication, it is probable, would have been now open, at least for the purpose of conveying intelligence; but the opposition of the East-India Company was strengthened by the influence of our Ambassador at the Porte; and the Beys of Egypt, finding all intercourse discouraged by both Governments, had but little inducement to keep it up.

The check so decidedly given to a communication by the way of Suez, contributes to render the judicious appointment of a Consul-General for Egypt abortive. I apprehend that the original intention of this appointment was not any trade over land, but a speedy conveyance of intelligence to and from India*. The central situation of Cairo, and its vi-

* Mr. BALDWIN's appointment as agent to the East India Company at Cairo, was made some time about the year 1775: and, as far as I understand, for the express purpose of forwarding packets to and from England, by the way of Alexandria and Suez. Before this period we had little or no connection with the Beys of Egypt, excepting Mr. HASTINGS's negotiation, just mentioned.

cinity to the European powers, would enable the Consul, were this route more frequented by us, to procure and expedite much important information to our Governments in India; and it is worthy of remark, that the communication by the Red Sea, has twice, in fifteen years, accelerated the reduction of the French capital on the Coast of Coromandel*.

* In the war before last, it was the intelligence conveyed by this channel, as above observed, that called forth the prompt and timely exertions of Mr. HASTINGS. In the last war Mr. BALDWIN, the present Consul General, without any instructions from Great Britain, with equal judgment and patriotic zeal, transmitted to India positive assurances of the French Declaration of War.—Mr. EYLES IRWIN, late of the Madras establishment, says, “ Mr. BALDWIN is the only Merchant of the English Nation at Cairo, and is agent for the Company, for forwarding their packets to and from India; and, considered in itself, this is a point of no little importance to that political body. The advantage of quick intelligence is no secret to a wise government. The passage home is indeed, *as yet*, precarious by the difficult navigation of the Gulf of Suez, but the passage out is sure and expeditious. There is an instance not two months ago, (in the month of July,) of a Mr. WHITTINE’s coming from London to Cairo in a month; he was charged with the restoration of Lord PIGOT to the government of Fort St. George; and, it is supposed, will get to that place in the same period—a voyage which is seldom effected by the Cape of Good Hope in double that time.” IRWIN’s *Voyage up the Red Sea*, vol. II. page 84.

On the same subject it is observed by Mr. NIEBUHR, “ that the passage has been found so short and convenient, that the Presidency of Bombay now send their Couriers by the way of Suez to England. In this way they receive answers to their dispatches within the same length of time which was formerly consumed in the conveyance of their packets to London.” Vol. II. page 389.—The reasons why this communication has not been better upheld might be thought irrelevant to the present purpose, especially as government seem inclined again to prefer it.

While

While the English nation deprived themselves of the navigation of the Red Sea, the French continued, all the late war, to forward intelligence by that route. To contrast the advantage of this communication to the French, with the disadvantages of the want of it in this nation, it is only necessary to be remembered, that the news of Colonel BAILLIE's defeat, was long known in France before it reached England; and at last, when it arrived, in the month of April, it was too late to send supplies by the ships of the season*.

The Preliminary Articles of Peace with France and Spain, signed in Europe the 20th of January 1783, did not interrupt the progress of hostilities in India till the end of June, or the beginning of July following. And even then, the advices conveyed over land, were communicated by a private channel to Lord M^c CARTNEY, at that time Governor of Madras†. His Lordship, in consequence of this communication, prevailed on Monsieur BUSSEY (who, it is said, was privately in possession

* Colonel CAPPER's Introduction to his Observations on the Passage to India, page xii. It may be added, that the propriety of a dispatch early in the year from the Malabar Coast by the way of Suez, must appear evident, especially during a war.—It would be attended with circumstances peculiarly hard, if the voyage was not performed much within the three months, and consequently in time for the sailing of the latter ships of the season, and afford an opportunity of forwarding the necessary supplies to India, without either delay, or putting the Company to a heavy expence in taking up extra tonnage, when they would arrive in time for the ensuing campaign.

† It is generally understood, that the first advices of this event were received by Mr. BENFIELD, a gentleman who was at considerable trouble and expence in obtaining the earliest overland intelligence on the Coast of Coromandel.

of the intelligence) to consent to a cessation of arms till the arrival of official dispatches from Europe. Had the Preliminaries arrived so soon as they might easily have done, (for it is a fact, that advices of this event were forwarded from London early in the year, both by the way of Buffora and the Cape of Good Hope) it would have prevented the fatal consequences of two actions at land, and an engagement at sea, in which 80 officers fell and upwards of 2000 men. Had not chance advices happily anticipated the dilatory intelligence by sea at this interesting period, a formidable attack on our lines before Cuddalore would have taken place, where the enemy's garrison was to have been reinforced by a strong detachment from Suffrein's fleet*. It is allowed by every person conversant with India affairs at the time, that our army, then in the Carnatic, was too weak to repel such an attack; and that by its defeat, the country would have been entirely open to the invading enemy. Another striking instance of the want of intelligence, occurs in our last War with Spain, which was not known in India, till nearly eleven months after it broke out in Europe†.

The want of intelligence from Bombay, during the late war with Tippoo Saib, is too recent, and too deeply impressed on our minds, to require much elucidation. The fluctuation of stock will furnish an incontestable proof of that disadvantage. The scarcity of official information from India, afforded

* Colonel CAPPER's Preface, p. vi.

† Ibid. p. iii.

many opportunities to speculators to agitate the funds, and even the fictions of party were successfully practised, to the injury of general credit and national character. I may venture to affirm, that not one public dispatch was received by the way of Suez, during the whole war*. The Court of Directors, it is true, have occasionally made use of this channel to convey their dispatches to India, and with what effect, has been ascertained, in no instance more conspicuously than Mr. WHITHILL's route by Suez to Madras, when in charge of the Company's orders to restore Lord PIGOT; which journey he accomplished in fifty-nine days from London to Fort St. George! Yet with such experience of the celerity of this channel of conveyance to Suez, of late it is seldom made use of to transmit intelligence from India to Europe.

If expedition be at all considered as material to intelligence †, the

* Besides the advantages already enumerated in regard to speedy intelligence, that of its affording an opportunity of applying preventative measures in a political point of view, becomes highly interesting to a country possessed of distant dependencies.—Preventative measures are much more efficacious and salutary, than any attempt to remove an evil where an impression has been made.

† Gibbon, vol. I. chapter ii. informs us of the great attention paid by the Romans to the advantage of receiving the earliest intelligence, and of conveying their orders with celerity through all their extensive dominions, by the means of regular ports; and Doctor ROBERTSON in his Hist. of America, Book v. page 16, acquaints us of a fact but little understood, that the Mexican Emperors had introduced a refinement in policy unknown at that time in Europe.—They had Couriers posted at proper stations along

the route by Suez, is by far the most eligible for conveying dispatches, both to and from this country: delays are inseparable from any plan of conveying intelligence by the great desert, and three months and a half is the least period which can be allowed, on the best arranged plan, for sending dispatches by that channel. The records of the Company will establish this fact, and will shew how few dispatches have been received either at the India House, or at any of their Presidencies abroad, by the way of Buffora, within that period.

By the way of Suez the journey is greatly shortened, while the voyage is not much prolonged*; and it is particularly observable, that the course of winds and currents is extremely favourable for the navigation by this route, many months in the year; whilst that by the Persian Gulf is protracted by many adverse circumstances. Besides, we know that vessels sailing from the Coast of Malabar for Arabia and Persia, during the South-West Monsoon†, are under the necessity of running from three to seven degrees to the southward of the Line, where the South-East trade

the principal roads; and these were trained to agility by a regular education, and relieved one another at moderate distances: they conveyed intelligence with amazing rapidity, and obtained early information of every occurrence in all the corners of the Empire.

* In the journey there is a difference of near 800 miles in favour of the route by Suez.

† See the India Directory, Section XXVI. page 39.

winds* carries them obliquely to the westward, till they fall in with the South-West winds near the African shore†, which convey them to the northward‡. During this season, by preferring the Red Sea to the Gulf of Persia, the whole distance from Cape Guardafoi to Cape Roselgate, which includes ten degrees of latitude, is evidently saved§.

During December, January, February, and part of March, the passage from the Coast of Malabar to Suez can be performed in less time than is required for a passage to Buffora in the most favourable months.

In the months of June, July, and August, the Persian Gulf has an advantage over the Red Sea, in navigating to the northward; but when it is considered that the passage to Buffora, even during this interval, requires from fifty days to two months, the delay defeats the advantage. At all other seasons of the year, the passage from the Coast of Malabar is nearly equal in point of time, both to Suez and to Buffora||.

It being admitted both voyages may be accomplished in

* See the India Directory Section XX. page 37.

† See ditto, Section CCV. page 176.

‡ See Captain Hardy's journal of a voyage in the Viper Cutter.—He sailed from Bombay the 9th of July 1783.—He met the S. E. trade lat. $4^{\circ} 11'$ South.

§ Vide Chart.

|| See the East India Directory, page 176, for the best methods and times for navigating ships from port to port in India.

the same space of time, the advantages of that by Suez becomes evident; for dispatches received at this port are nearly nine hundred miles nearer home than those received at Buffora*.

With regard to the conveyance of the dispatches subsequent to their arrival at Suez or Buffora, much depends on the season of the year, and the prevailing winds in the Mediterranean†.

	Brit. m.	Geo. m.
* From Suez to Cairo - - - - -	72	
Cairo to Rosetta - - - - -	—	100
Rosetta to Alexandria - - - - -	35	—
Alexandria to Messina - - - - -	—	825
	<hr/>	<hr/>
	107	925
	<hr/>	<hr/>
Buffora to Latakea - - - - -	903	—
Latakea to Messina - - - - -	—	1080
	<hr/>	<hr/>
Making a difference of - - - - -	796	55

Total distance 851 miles nearer London by the route of Suez.—Aleppo is 1860 miles S. E. from it, and Cairo 1920.

† The northerly winds during the summer season in the Mediterranean, and in Egypt, are highly favorable to the communication from this country to India by the way of Suez.—We are informed by Pliny in his Hist. Nat. XIX. I. that the Roman vessels from the Port of Ostia bound to Alexandria, with a favourable wind, performed the voyage generally in nine and ten days; and to the pillars of Hercules in seven.—The port of Ostia is in the dominions of the Pope, on the mouth of the Tiber, twelve miles west from Rome, where small vessels are still procurable, notwithstanding the harbour is much choaked up.—The Pillars of Hercules was the name given by the ancients to the Streights of Gibraltar.

Of forwarding Dispatches from Great Britain to India.

First, by SUEZ, during the most favourable season of the year*.

	Days.	Hours.
From London to Meffina	12	0
Meffina to Alexandria	10	0
Alexandria to Rosetta, by land	0	8
Rosetta to Cairo †	2	0
Cairo to Suez	1	12
Suez to Bombay	25	0
Total number of days to Bombay	50	20

By BUSSORA, during the most favourable season.

	Days.	Hours.
London to Venice	11	0
Venice to Constantinople	20	0
Constantinople to Aleppo	14	0
Aleppo to Buffora	16	0
Buffora to Bombay	18	0
Total number of days to Bombay,	79	0
Shorter by Suez	28	4

* In this calculation, delays are not included, and it will become the grand object to guard against them, as far as they depend on individual exertion.

† I should imagine that the small boats of a light construction, described by Savary, vol. I. page iii. might be usefully employed between Rosetta and Cairo in conveying dispatches backwards and forwards, should the boghaz or bar of the Bolbetine branch of the Nile, be deemed impracticable. The Egyptian scherms are light undecked boats with lateen sails, and are extremely dangerous, being frequently lost on the bar.

By MESSINA and BUSSORA.

	Days.	Hours.
London to Messina	12	0
Messina to Alexandretta, or Latakea*, . . .	16	0
Alexandretta, or Latakea, to Aleppo	2	0
Aleppo to Buffora	16	0
Buffora to Bombay.	18	0
Total number of Days to Bombay	64	0
Shorter by Suez	13	4

By VIENNA and CONSTANTINOPLE to BUSSORA.

	Days.	Hours.
London to Vienna	10	0
Vienna to Constantinople†	16	0
Constantinople to Buffora	30	0
Buffora to Bombay	18	0
Total number of days to Buffora	74	0
Shorter by Suez	23	4

* Vide Chart for the difference in point of situation between the ports of Alexandretta and Latakea, in the north-east corner of the Levant, and the open port of Alexandria, which cannot be so much influenced by partial winds.

† In a letter from Vienna, dated 20th of March 1795, it is mentioned that the couriers of Constantinople, retarded by the melting of the snow, arrive so slowly that the letters of the 10th of February did not reach Vienna before the 12th of March. This is not to be wondered at, when the state of the country and the roads they have to pass is taken into consideration.

The

The dispatches having reached Suez, the passage from thence to the Coast of Malabar, in the summer months, would be extremely speedy; during these months strong northerly winds prevail in the Red Sea, and early in May the South-West Monsoon begins in the Indian Ocean*. At this period, the voyage from Suez to the Malabar Coast might be performed in nearly the same time as a passage from Buffora to the Malabar Coast during the most favourable months.

Of forwarding Dispatches from India to Great Britain.

By SUEZ, in the favourable Season.

	Days.	Hours.
Bombay to Suez	34	0
Suez to Cairo	1	12
Down the Nile to Rosetta	1	12
Rosetta to Alexandria, by land,	0	8
Alexandria to Meffina	14	0
Meffina to London	12	0
Total number of days to London	63	8

* See the India Directory for an account of the Monsoons and Trade Winds in the Indian Ocean, now perfectly understood.

By

By BUSSORA in the favourable Season.

	Days.	Hours.
Bombay to Buffora	40	0
Buffora to Aleppo	16	0
Aleppo to Constantinople	14	0
Constantinople to Venice	20	0
Venice to London	11	0
Total number of days to London	101	0
Shorter by Suez	37	16

Route by MESSINA.

	Days.	Hours.
Bombay to Buffora	40	0
Buffora to Aleppo	16	0
Aleppo to Alexandretta, or Latakea,	2	0
Alexandretta, or Latakea, to Messina	20	0
Messina to London	12	0
Total number of days to London	90	0
Shorter by Suez	26	16

Route

The Route by VIENNA.

	Days.	Hours.
Bombay to Buffora	40	0
Buffora to Constantinople	30	0
Constantinople to Vienna	16	0
Vienna to London	10	0
Total	96	0

Making a difference of thirty-two days and sixteen hours in favour of the route by Suez.

GENERAL REMARKS.

ON a general review of this subject, the only comparative advantage in favour of the voyage, either to or from Buffora, in preference to that to or from Suez, is on the passage from Buffora to the coast of Malabar, during the months of December, January, February, and March, the season when our East-India ships leave England, and make the quickest voyages. It may be alledged that the winds in the Persian Gulf are frequently variable, with fresh breezes from the land, by which vessels are able, with perseverance, to make their passages at all seasons: whereas, in the Red Sea, the wind, at certain seasons, is stationary, and blows so strong as to defy all attempts to get to windward. But we know for certain, that there are land and variable winds in the Red Sea as well as in the Persian Gulph*. Small vessels, acquainted with the coast, keeping in shore, and taking the advantage of these winds, and also of the

* Mr. IRWIN makes repeated mention of land, variable, and southerly winds in the Red Sea, even in the months of June and July, which are the worst months in the year for navigating to the northward. See IRWIN's Voyage, vol. i. Also the East-India Directory, sect. xxv. page 39, and sect. xxxviii. page 44.

calms,

calms, when provided with able rowers *, might undoubtedly effect a great deal, and exactly ascertain what progress might, at all seasons, be reasonably expected.

When we find that the means are in our power to open a communication with India by this channel, and when we consider the post and packets established through England, and all over the continent of Europe, together with the regular and expeditious conveyance of letters throughout the East-Indies, under the protection of our Governments abroad †, it appears to be matter of surprise, that no regular plan has been yet adopted for securing and facilitating our intelligence with India ‡. Instead of preserving to ourselves the navigation

* Mr. IRWIN mentions, that in the month of June, taking the advantage of light land wind, by sailing and rowing, they gained a knot, and a knot and a half in an hour. IRWIN's Voyage, vol. i. page 111.

† See Major RENNELL's Memoir of a Map of India, page 317; Major GRACE's Code of Military Regulations for Bengal; and also, The Regulations for the Dawk, or Post, established by the Governments of Calcutta, Madras, and Bombay. The expedition of the Tappals, or Postmen, in our own districts, where the relays are placed at the distance of seven or eight miles, is very great. The Nabob of Arcot has procured intelligence from his Southern Countries by their means at the rate of one hundred miles in twenty-four hours.

‡ Colonel CAPPER, in his Observations on the Passage to India, already quoted, has strongly recommended, that a regular post should be established between Great Britain and India, by the route of Egypt. And this opinion is not founded on speculation, but on personal experience and observation. To shew the progress of improvement in this line, it is sufficient to state the increase of the revenue of the British post-office. In 1644, Mr. Edmund Prideaux, who was inland post-master, was supposed to

tion of the Red Sea, it has been for many years, with the exception of a single instance lately, entirely abandoned, and a much slower mode of conveying dispatches substituted in its stead.

To complete this communication between Great Britain and her Eastern Possessions, requires the aid of the Executive Government of this country, and the co-operation of the Honourable Court of Directors. By their united exertions, a Firmaun might be obtained from the Ottoman State, through our Ambassador at the Porte, establishing our right, and facilitating the means of our navigation of the Red Sea, by regular packet-boats, to sail at fixed periods*; and permission be given for Arab messengers, with proper passes, to convey our dispatches through Egypt, under the protection of its Government. This being effected, it would rest with the Consul-General of Egypt to conciliate the friendship of the Sheik el Balad, or Governor of Cairo, whose good offices

collect about 3,000l. per annum. In 1654, the parliament farmed it to Mr. Mainwaring, at 10,000l. per annum. In 1664, D. O. Neale, Esq. farmed it at 21,500l. In 1674, it was let at 43,000l. In 1685, it was estimated at 65,000l. In 1688, the amount was 76,318l. In 1697, it was 90,505l. In 1710, it was allowed to be 111,461l. In 1715, the gross amount was 145,227l. In 1744, the inland office amounted to 198,226l.; but the total amount of both inland and foreign offices, which can alone demonstrate the extent of our correspondence, was, in that year, 295,432l. In 1764, the gross amount was 432,048l., and since that period it has frequently amounted to upwards of 700,000l.

* A vessel of force at all times maintained in the Red Sea would be of little expence, and very considerable advantage.—See IRWIN'S Voyage, vol. ii. page 128.

might easily be secured, a circumstance indispensably necessary to the security of the messengers, and the safety of the dispatches.

With a view to promote some arrangement of this kind, the following outlines of a plan for the conveyance of dispatches and letters to and from India, by the way of Suez*, is submitted, which, it is hoped, the foregoing facts and observations will have shewn to be both practicable and necessary.

* It may hereafter become matter of consideration, whether the port of Cossier may not, with great advantage, be made use of during certain seasons, in conveying dispatches from India to Great Britain.—The distance from Cossier to Ghinna, on the banks of the Nile, little exceeds one hundred miles, from whence to Cairo the river runs in a straight direction—the distance by land, from Ghinna to Cairo, may be about three hundred and twenty miles—by a communication between these places, one hundred leagues of the worst and most tedious navigation, the upper and narrow part of the Red Sea, would be cut off. At present the route is impracticable, from no pains having been taken to adjust the difference which took place between the crew of the Coventry frigate and the inhabitants of Cossier, in the year 1780, in which some lives were lost. SAVARY's Letters, vol. ii. page 17; and CAPPER's Observations.—Mr. IRWIN particularly says, in this place, and he again repeats it in another, that a vessel may at all times reach Cossier, from whence to Ghinna by land, where boats may be had in great plenty to Cairo. He recommends this route to a packet-boat from India, at a late season of the year, especially after the month of March. Vol. i. page 189.

PLAN of a Communication between GREAT BRITAIN and
the EAST INDIES, by Way of SUEZ.

OUTWARDS.

THIS Communication has for its object, in the first place, the conveyance of official dispatches from Government and the East-India Company. In the next, that of general communication, both commercial and private. Those at the head of public affairs are best able to judge how far a restriction of private letters may, on some occasions, be necessary.

Public dispatches from England, as far as the port of Messina, might either be intrusted to the care of a special messenger, or transmitted by the post, according to their importance. All private letters should be sent by the post.

An Agent should be appointed, to reside at Messina, to receive dispatches and letters, who should have charge of two or more packet-boats, to sail to and from Messina and
Alexandria.

Alexandria*. The postage on letters should be paid in England, as far as Messina; and the additional postage in India.

These packets should be cutter-built, copper-bottomed, armed, and well manned, though not of a large size. They should always be in readiness, provided with water and provisions, so as to be prepared for sailing on the receipt of

* The idea of packet-boats in the Mediterranean is by no means new.—Mr. Robert Ritchie, late his Majesty's Consul at Venice, and Agent for the East India Company, has repeatedly, in his correspondence with the Court of Directors, recommended to them to keep two small cutters, as packet-boats, in the Mediterranean.—Mr. Richmond Smyth, late of the Civil Service at Bombay, and who made two over-land journeys to and from England to India, by the Levant, in his Memorial to the Court, dated 12th of June, 1780, has strongly enforced the utility of the Plan; he says, "That under the present circumstances, a passage is not to be had at all seasons in the Levant, *and that delay is always to be expected*: in regard to expence, one packet to, and another from India, would stand the Company near the whole amount of keeping two vessels, which would bring four packets from, and convey four to India, quickly and securely."—This was Mr. Smyth's opinion, previous to his return to India by land, which he did in company with Mr. Irwin, of the Madras establishment. During their voyage in the Mediterranean, both these gentlemen were but too well convinced of the justice of the above remark; and I shall subjoin Mr. Irwin's words on the subject. "With this conviction on our minds," says this gentleman, "it will be no matter of surprise that, in our representations to the Chairman of the East India Company, Mr. Smyth and I attributed the delays we had experienced chiefly to the perverse disposition and unskillfulness of the Slavonians; and *earnestly recommended* an establishment of English packets in the Mediterranean. How *punctually* their dispatches might be conveyed at all seasons, from any of the ports of Italy, to the coast of Syria, or of Egypt, should the latter expeditious route to India be opened again, by a favourable revolution in the government of that distracted country—I leave to the Directors of that important body to determine." IRWIN'S Voyage, vol. ii. page 204.

dispatches, should wind and weather permit, and no delay on any account allowed.

On the arrival of the packet at Alexandria, the Consul-General for Egypt should cause the dispatches and letters to be instantly forwarded to Suez, by Arab messengers*.

At Suez, country boats should be constantly stationed, ready to take charge of the dispatches from thence to Mocha†.

These boats should be coppered, and constructed on the best principle for rowing and sailing‡, under six feet draught of water, both to enable them to anchor near Suez, and to take the advantage of light winds and calms, and to sail unobstructed by the shoals and rocks of the Red Sea. The

* I am authorised to state this, under the opinion of Mr. Dalrymple, whose knowledge and experience give it full credit; he thinks, "No European messenger ought ever to carry the dispatches, except when such person is entrusted with verbal dispatches, in case of letters miscarriage, or other circumstances, as such messenger not only occasions delay and expence, but very much increases the risk of miscarriage."

† Captain Thomas Forrest, late of the Bengal Marine, who has published several useful tracts, has informed us of the utility of using country boats, of a particular construction, in narrow seas.—This gentleman, with great perseverance and success, sailed on a voyage of discoveries in a small vessel of this kind, to the Eastern ocean, when he visited many of the numerous islands in this dangerous quarter. See Captain FORREST'S Voyage to New Guinea and the Molucca Islands, in the Tartar Galley.

‡ On this subject, I must again recur to the testimony of Mr. Irwin and Captain Forrest; both these gentlemen agree in the utility of oars.

boats

boats should be manned by trusty black people of the Mahomedan cast, of which description Bombay affords a sufficient number, and who should be strictly prohibited from trading*.

At Mocha, two Company's cruizers should be in waiting, one to sail for Bombay, and the other to the coast of Malabar.

The cruizers and country boats should be under the orders of the Bombay Government, and might be conducted without additional expence, under the Marine Establishment of that Presidency. Regulations should be framed, particularly adapted to this line of service.

The dispatches of Bombay, and its northern dependencies, being separated, at Mocha, from those for Madras and Cal-

* The Lascars of Bombay are excellent sailors; while the unskilful management of the vessels employed by the Turks and Arabs on the Red Sea is fully ascertained by the testimony of Niebuhr, De Tot, Irwin, Bruce, &c. &c.—The people who navigate these vessels are almost totally unacquainted with the common principles of the profession, and frequently on the appearance of a gale of wind take to their boats, leaving the ship and cargo, and perhaps the passengers, to their fate. In moderate weather they seldom lose sight of the coast, and uniformly come to anchor at night, let the wind be ever so favourable. This may appear wonderful, when we consider that Egypt was perhaps the first maritime nation, and that commerce and navigation have always been preserved in the Red Sea; even at this day, Mr. Baldwin, the Consul-general of Egypt, in a memorial presented to a committee of the privy council on the slave-trade, says, “That the trade from Cairo to Gedda, by sea, employs upwards of fifty ships of two hundred tons each, and some of one thousand tons;” and this independent of numberless smaller vessels.

cutta, one cruizer should depart from the first-mentioned settlement with its dispatches, whilst the other should sail for Cannanore, on the Malabar coast, and there land the dispatches for Madras and Bengal. A Post-master at Cannanore* should forward them by the following route:

	Distance, in British miles.
Cannanore to Tillicherry,	12
Callicut,	42
Tanore,	25
Chitwa,	34
Dindigul †,	156
Tritchynopoly,	65
Madras,	268

* Since we came in possession of the province of Malabar, a Post-office has been established by Government in that quarter. The present Post-master, I understand, resides at Calicut, as the centre of the district.

† It is to be regretted, that there is no direct communication between Palicaud-cherry and Dindigul, owing to the intervention of part of the Coimbatore province, belonging to Tippoo, our tappals, or postmen, must therefore pass through our ally the Rajah of Cochin's country. Formerly, the communication with the southern provinces, and Madras, from the Malabar side, was by the way of Anjengo, Palamcotta, and Madura—perhaps the same route is still observed; but whether this be the case or not, many improvements could be introduced, and it would become matter of enquiry whether the little port of Tutacorin, in the gulf of Manara, and only 304 miles from Madras, might not, in certain respects, become highly conducive to the present object. There are many little harbours about Cape Comorin; an eligible spot might be chosen, and used advantageously during the height of the south-west monsoon: this subject surely deserves attention.

Mafulipatam,

Mafulipatam,	292
Vizagapatam,	191
Ganjam,	178
Calcutta,	369
Total of British miles from Cannanore	} 1634
to Calcutta,	
Ditto from Cannanore to Madras *	604

By this route, Letters could be delivered at Madras in seven days, and at Calcutta in twenty-two, from the period of their arrival at Cannanore, which, if added to fifty days and twenty hours, the time required by the statement page 21 †, makes, in all, to Madras 57 days 20 hours, Calcutta 72 days and 20 hours.

* Vide the Memoir of a Map of India, published by Major RENNELL.

† This statement is made on the supposition of the packets being landed at Bombay, calculating the passage from Suez to that place at 25 days. The packets to Madras and Calcutta are proposed to be landed at Cannanore, instead of Bombay, by which three or four days time will be gained, and may fairly be deducted from the above calculation.—Vide difference in distance by the Chart.—Besides this advantage in regard to the voyage, that from the journey is greatly superior. It will be observed, that by the present route from Bombay to Madras and Calcutta, by the way of Poona and Hyderabad, through the dominions of the Marattas and the Nizam, it requires 26 days to Madras, and to Calcutta 36, for the delivery of letters; whereas by the route proposed, which is entirely through our own country, or that of our immediate dependants, excepting in regard to 180 miles of the Cuttac, betwixt Ganjam and British Orixá: Letters would be delivered at Madras 19, and at Calcutta 14 days earlier; a circumstance of very material importance, and alone sufficient to justify a decided preference.

HOMEWARD.

Cannanore being the central point from which the correspondence from Great Britain should be forwarded to our possessions on the coast of Coromandel, Bengal, and its dependencies, so it should also be the place where the intelligence of India should be collected. The public dispatches from Bengal, Madras, the Carnatic, and coast of Malabar, might be added, with evident advantage, to those of Bombay and our possessions to the northward.

The dispatches being closed, a cruizer should sail direct from this port to Mocha, where the country boats are proposed to be stationed, to carry them to Suez, and from thence to London, by the means already mentioned.

The postage should be paid on India letters as far as Cannanore, and the remainder received on their arrival in England. The Post-masters in India, who are civil servants of the Company, and appointed by the Governments there, would conduct the business in that quarter as a part of the present establishment.

To demonstrate the favourable situation of Cannanore for the purpose, it is sufficient to cast an eye over the map of India*. The Malabar letters would be conveyed there expe-

* Vide the Map of India, published by Major RENNELL.

ditionally,

ditionally, and those from Calcutta, sent to Madras in fifteen days, would be transmitted with the Madras advices, across the peninsula, in seven days, to Cannanore. Dispatches would then be received in London from Madras in seventy days eight hours, and from Calcutta in eighty-five days and eight hours*.

It may be necessary to observe, that a small dispatch boat, during certain seasons, would be very useful on the coast of Coromandel. Advices to and from Calcutta could be transmitted to and from Negapatam in less than ten days, from whence, by a post across the country, by Trichinopoly, in four or five days, to Cannanore, would prove a considerable saving of time. The utmost punctuality should be observed in forwarding advices, whether by sea or land, from the different Presidencies, in order that they might arrive at the central spot within a day or two of each other, a thing perfectly practicable in India, where the regularity of the seasons would authorise calculations of this nature, to a great degree of niceness and certainty.

Should a plan be adopted of the nature proposed, a little experience of the periodical winds and currents in the Red Sea (and it is certain that our knowledge of this navigation is

* Or rather in three or four days less, for the reason mentioned in the preceding note, page 35.

very circumscribed)* would enable us exactly to fix the periods at which the packets from England and those from India

* We are indebted to the researches of Mr. Faden, of Charing-Cross, who has published the only Chart, that can be at all depended on, of the Red Sea, and particularly of the upper part of the Gulf, from Cape Mahomed to Suez; but notwithstanding the great attention paid by Mr. Faden, and his zeal to promote the security of Navigation, much is yet required to form a correct Chart. A survey of this sea would not be unworthy the public spirit and patronage of the East India Company.

Pliny in his Nat. Hist. Lib. VI. Chap. XXIII. informs us, that the Romans were well acquainted with the periodical winds in the Red Sea, and the Monsoons in the Indian Ocean. In sailing for India, they left the port of Berenice, on the Red Sea, in the summer months, when the wind blows from the north, and made the coast of Malabar in the south-west monsoon, which they met without the straits of Bab-el-Mandel. They returned across the Indian Ocean with the north-east monsoon, when they met with a southerly or south-west wind on their entering the Red Sea.—Mr. Bruce, the celebrated traveller, who has made many judicious observations on the Red Sea, from Cape Mahomet to the island of Perim, remarks, “ That it is known to all those who are
“ ever so little versant in the history of Egypt, that the wind from the north prevails in
“ that valley all the summer months, and is called the *Etesian* winds; it sweeps the
“ valley from north to south, that being the direction of Egypt, and of the Nile, which
“ runs through the midst of it. The two chains of mountains, which confine Egypt on
“ the east and west, constrain the wind to take this precise direction.”

“ We may naturally suppose the same would be the case in the Arabian gulf, had that
“ narrow sea been in a direction parallel to the land of Egypt, or due north and south.
“ The Arabian Gulf, however, or what we call the Red Sea, lies from nearly north-west
“ to south-east from Suez to Mocha. It then turns nearly east and west till it joins the
“ Indian Ocean at the Straits of Babelmandeb. The Etesian winds, which are due
“ north in Egypt, here take the direction of the Gulf, and blow in that direction steadily
“ dily all the season, while it continues north in the valley of Egypt; that is, from April
“ to October; the wind blows north-west up the Arabian gulf towards the Straits; and
“ from November till March directly contrary, down the Arabian Gulf, from the Straits

India ought to be made up at the respective stations, and finally dispatched, viz. from London towards India, and from Cannanore

“ of Babelmandeb to Suez and the Isthmus. These winds, which some corruptly call
 “ the *trade-winds*, is a very erroneous name given to them, and apt to confound nar-
 “ ratives, and make them unintelligible. A trade-wind is a wind which, all the year
 “ through, blows, and has ever blown, from the same part of the horizon; such is the
 “ south-west, south of the Line, in the Indian and Pacific Ocean. On the contrary,
 “ these winds, of which we have now spoken, are called *monsoons*; each year they blow
 “ six months from the northward, and the other six months from the southward, in the
 “ Arabian Gulf: while in the Indian Ocean, without the Straits of Babelmandeb, they
 “ blow just the contrary, at the same seasons; that is, in summer from the southward,
 “ and in winter from the northward, subject to a small inflection to the east and to
 “ the west.

“ It may be necessary here to observe, that a vessel sailing from Suez, or the Elanitic
 “ Gulf, in any of the summer months, will find a steady wind at north-west, which will
 “ carry it in the direction of the Gulf of Mocha. At Mocha, the coast is east and west
 “ to the Straits of Babelmandeb, so that the vessel from Mocha will have variable winds
 “ for a short space, but mostly westerly, and these will carry her on to the Straits. She
 “ is then done with the monsoon in the Gulf, which was from the north, and, being in
 “ the Indian Ocean, is taken up by the monsoon which blows in the summer months
 “ there, and is directly contrary to what obtains in the Gulf. This is a south-wester,
 “ which carries the vessel with a flowing sail to any part in India, without delay or impe-
 “ diment. The same happens upon her return home. She sails in the winter months
 “ by the monsoon proper to that sea, that is, with a north-east, which carries her
 “ through the Straits of Babelmandeb. She finds, within the Gulf, a wind at south-east,
 “ directly contrary to what was in the ocean; but then her course is contrary likewise,
 “ so that a south-easter, answering to the direction of the Gulf, carries her directly
 “ to Suez, or the Elanitic Gulf, to which ever way she proposes going. Hitherto, all is
 “ plain, simple, and easy to be understood; and this was the reason why, in the earliest
 “ ages, the India trade was carried on without difficulty.”

It

Cannanore to England. Occasional official dispatches could be conveyed by boats ready for cases of exigency; and these to be considered as exclusive of the regular establishment.

It is rather singular that Mr. Bruce, like many others, applies the term Arabian Gulf to the Red Sea. Modern navigators, and most books written on the subject, hold the Arabian Gulf to be the sea which separates the coast of Arabia from that of India; and this distinction appears to be just. What Mr. Bruce mentions as the south-west trade-wind to the southward of the line is certainly meant for the south-east, which blows constantly between 12° and 30° south, and which from the end of May to the middle of September extends nearly to the equator; the remainder of the year the north-west winds prevail. The south-west monsoon, which blows to the northward, never reaches the line, and consequently does not prevail to the southward of it.

THE PROBABLE EXPENCE OF THIS PLAN CONSIDERED.

It will, it is to be presumed, be no inconsiderable inducement to give this Plan a fair trial, should it appear that it may be done at a very moderate expence to the Company.

The Directors now avail themselves of the regular posts on the Continent, for the conveyance of their dispatches by Vienna to Constantinople.

The same mode might be adopted, with no increase of expence, for conveying their dispatches to Messina.

It is necessary that an Agent should be appointed at Messina, to have under his charge two or three packet-boats*, for the conveyance of the dispatches from thence to Alexandria, and for bringing back those forwarded to that port from India. Should I be permitted to take an active part in ac-

* The packet-boats in the Mediterranean should be from 70 to 80 tons; those between Suez and Mocha of a smaller construction. I am inclined to think that a vessel something on the model of the Tartar galley, or nearly on the same principle, and drawing about three feet and an half or four feet water, would answer the purpose.— See Captain FORREST's description of the Tartar Galley, in his Voyage to the Molucca Islands.

completing the proposed object, I would engage, in six months, to have two or more stout packet-boats in the Mediterranean, built, maintained, and wholly equipped at my own expence, and would find ample security for the performance of this engagement.

The expence of forwarding the dispatches through Egypt to Suez must be inconsiderable. The Company have at present an active and experienced Agent at Cairo, who would undertake this office.

The packet-boats proposed to be employed in the Red Sea, and the cruizers between Mocha and the Malabar coast, may be included under the existing Marine Establishment at Bombay, without any additional expence.

Post-masters are already stationed through India; and any small addition to their establishment would be reimbursed by the inland India Postage*.

* The postage on inland letters must, if attended to, prove a source of considerable revenue to the Company, when conducted through our own territories. The postage, as now settled, is, for a single letter,

	Rs.	Qrs.	Reas.
From Bombay to Poona	0	0	50
Tulajapour	0	1	50
Hydrabad	0	2	0
Masulapatam	0	3	0
Madras	1	0	50
Ganjam	1	1	0
Calcutta	1	2	25

And in proportion for those of a greater weight.

It

It will appear from this statement, that the only material expence in the Plan would be what might be thought fit to allow for the establishment at Messina. I am so anxious to promote its success, and so fully persuaded of its public advantages, that I shall be far from impeding its attempt, by any private considerations; and shall never hesitate to confide in the candour and liberality of the Court of Directors for reward, should my efforts be found to deserve any.

CONCLUSION.

“ It will naturally be supposed, that nothing, excepting the
 “ fear of incurring a very heavy expence,” says Colonel
 Capper, in his Observations on the Passage to India, “ can
 “ prevent or retard the execution of a plan founded on both
 “ policy and humanity; but it may easily be proved, that if
 “ an act of parliament should pass to establish a post for India
 “ letters, Government, or the East India Company, might
 “ gain considerably by it. It is unnecessary to enter into a
 “ long series of calculation to prove the truth of this asser-
 “ tion; but if Government will only give its sanction and
 “ support to the plan, many individuals may be found who
 “ will make the necessary advance of money, and, in short,
 “ defray the whole expence, upon being allowed to receive
 “ only a reasonable postage on the letters.

“ By the several ways of the Cape of Good Hope, Suez, and
 “ Buffora, we shall be able to send dispatches to and from
 “ India at all seasons; but being excluded from any one of them,
 “ there will be an anxious interval of some months in every
 “ year, when we shall be mutually ignorant of what is passing

“ in the different countries. The best season for leaving
 “ England, to go by the Cape of Good Hope, commences in
 “ November, and ends in April; that by Suez commences in
 “ April, and ends in the middle of June; and that by Buffora
 “ will be the best route all the rest of the year.—To have a
 “ constant succession of intelligence established, almost as
 “ regular as our posts at home, would be but a very trifling,
 “ if any expence; would afford general satisfaction to every
 “ person concerned in India affairs; and, at the same time, be
 “ productive of innumerable advantages both to Govern-
 “ ment and the East India Company.”

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 “ ment and the East India Company.”

NOTE I.

IN order to shew the nature of the delays experienced in a journey to India by the great desert, it is necessary to premise, that a preference has in general been given to the port of Venice, without considering the prevailing winds in the Adriatic at particular seasons, or the unskilful pilotage of Sclavonian sailors. It is always much better to prefer a port on the eastern shore of the Mediterranean ; to proceed by land to the southernmost parts of Italy or Sicily, and there to embark. Another circumstance is, the Company's Agents have it very little in their power to promote dispatch, from the difficulty in procuring a vessel ; and who after all perhaps supply you, at a great charge, with a bad sailor, and an ignorant commander.

The delay which Mr. Irwin experienced on his journey was nearly similar to my own—the one case fully confirms the other ; and I trust will be a caution to all travellers to India from frequenting any of the ports of the Adriatic.

It will be observed, that Mr. Irwin of the Madras, and Mr. Smyth of the Bombay establishments, were, according to the first gentleman's account, “ entrusted with dispatches from the Directors of the India Company to the Governments of Bombay and Madras, *too important to admit of delay* ;” consequently they were entitled to every attention, exertion, and support which the Company's Agents had in their power to bestow. From the zeal and anxiety shown on all occasions by Mr. Irwin to proceed with celerity, and from the personal knowledge I had of Mr. Smyth, I am convinced no exertion or assiduity was wanting on their part to fulfil the commission entrusted to their care as speedily as in their power. The circumstances of delay attending the mission of these gentlemen will be explained in the following report of their journey over land, from leaving England the 26th October, 1780, to their arrival at Bombay, the 29th May, 1781.

They left London on the 26th October, 1780, and arrived at Venice the 6th November following.

Embarked

Embarked on board a Slavonian trabaculo the 14th November—failed the same day.

Returned to Venice on the 18th, after an ineffectual attempt, having been deserted by the captain and the crew, and obliged to shift for themselves.

Embarked again in a Slavonian ship on the 12th December—failed the same day.

On the 18th anchored at Yarbonne, a small haven in Corzola.

On the 26th failed, and on the 28th anchored in Cattaro Bay.

On the 29th January, 1781, failed from Cattaro Bay, with a northerly wind.

On the 8th February anchored at Lernica, in the island of Cyprus, where they remained only 24 hours; and on the 12th February arrived at Latachea.

Left Latachea the 15th February; arrived at Aleppo on the 20th.

Left Aleppo the 19th March, and arrived at Bagdad the 10th of April.

Left Bagdad the 21st of April, and arrived at Buffora on the 2d of May.

On the 7th of May failed from Buffora, with the wind at N. W. and arrived at Muscat on the 20th, and at Bombay on the 29th of same month.

On account of a further detention at Bombay, it was not till the end of June that Mr. Irwin arrived at Madras, the place of his destination.

I now subjoin a short detail of my own disappointments, and which were submitted to, by me, with the greater reluctance, from the very earnest desire I possessed to reach the place of my destination with all possible dispatch.

Report of a Journey over land from ENGLAND to INDIA, in the years 1789-90.

Left London the 21st August, 1789, and arrived at Venice the 8th September.

Detained at Venice by the Company's Agent in procuring the vessel till the 18th September.

Sailed the 21st, and the 26th put into Cattaro Bay, where I was detained till the 20th of October.

Sailed the 20th of October, and arrived at Zant the 1st of November.

Detained at Zant by the Slavonian commander till the 13th November, when at the expence of two hundred guineas I was obliged to hire an English brig to Scandaroone or Latachea.—Sailed, and the 28th anchored in the bay of Scandaroone.

Left Scandaroone the 30th, and arrived at Aleppo the 4th December.

Detained at Aleppo in procuring an escort to the 15th.

Left

Left Aleppo the 15th December, and arrived at Buffora the 17th January, 1790.

Sailed from Buffora the 24th, and after a passage of twenty-one days arrived at Bombay the 23d February.—N. B. I was detained ten days at Busheer, by the loss of the vessel's rudder, from her striking on Buffora bar.

It will be observed that out of 185 days, the time spent in travelling from London to Bombay, there are no less than 80½ days lost, I may almost say in unnecessary delays; and that the delays experienced by Mr. Irwin exceed what I had so much reason to complain of.

Mr. Irwin and myself unluckily made choice of the Gulf of Venice, where vessels are difficult to be had for the Levant. From the extent as well as danger of the great desert much time is spent in procuring the guard, provisions, water, and baggage, that must necessarily accompany you. The extreme heat of the summer, and the piercing cold of the winter months are equally adverse to European constitutions, perhaps not inured to the fatigue of long tedious marches, and an inhospitable climate: but, indeed, I am firmly persuaded that messengers of the country are on every occasion to be preferred, unless, as Mr. Dalrymple observes, where verbal dispatches are entrusted to a European, in case of accident to his written ones. Another circumstance which creates delay is the want of camels at Aleppo; for unless they arrive in the caravans from Buffora and Bagdad, there are none procurable in that neighbourhood. It will be observed, that almost every delay would have been obviated, had an English packet-boat been ready at Messina, and had the dispatches been forwarded through Egypt or Arabia by a country messenger. It is rather remarkable that Colonel Capper had nearly the same reason of complaint with Mr. Irwin and myself. That gentleman was four months and ten days from Leghorn to Bombay. See page 100 of his Journey.



APPENDIX.



FOR the benefit of gentlemen proceeding over land to India, whether for dispatch or amusement, I have annexed several routes through Europe to the Mediterranean, from which they may choose the most convenient or agreeable.

The most eligible route for travellers from London to Messina, during the present war, I apprehend to be the following.

	Distance, in Eng. miles.	Total distance.		Distance, in Eng. miles.	Total distance.
<i>London to Yarmouth</i>			<i>Ilfenburg</i>	4	118
<i>Yarmouth by the packet</i>			<i>Wernigerada</i>	4	122
<i>to the Elbe, and up to</i>			<i>Elbingerada</i>	4	126
<i>Hamburg</i>			<i>Hafelfeld</i>	8	134
<i>Bergendorf</i> - - -	8		<i>Stolberg</i>	8	142
<i>Zollenspucker</i> - - -	6	14	<i>Kelbra</i> - - -	8	150
<i>Winsen</i> - - -	6	20	<i>Sega</i> - - -	8	158
<i>Luneburg</i> - - -	12	32	<i>Weissenfee</i>	8	166
<i>Ultzen</i> - - -	20	52	<i>Erfurt</i> - - -	12	178
<i>Hanckensbattel</i> - - -	12	64	<i>Arnstat</i> - - -	8	186
<i>Gifhorn</i> - - -	16	80	<i>Ilmenau</i> - - -	8	194
<i>Brunswic</i> - - -	16	96	<i>Frauenwald</i> - - -	8	202
<i>Wolfenbittel</i> - - -	4	100	<i>Eisfeld</i> - - -	12	214
<i>Heidwigsburg</i> - - -	6	106	<i>Coburg</i> - - -	12	226
<i>Appelroda</i> - - -	8	114	<i>Kaltenberg</i> - - -	12	238
			a		
					Radilfdorf

	Distance, in Eng. miles.	Total distance.		Distance, in Eng. miles.	Total distance.
Radilsdorf - - -	4	242	Roveredo - - -	12	330
Bamberg - - -	8	250	Peri - - -	12	342
Forcheim - - -	16	266	Volarne - - -	8	350
Beyersdorf - - -	4	270	Castel Nuevo - - -	8	358
<i>Erlang</i> - - -	4	274	Rovero - - -	10	368
Tennenloh - - -	4	278	<i>Mantua</i> - - -	12	380
Buch - - -	4	282	St. Benedetto - - -	10	390
<i>Nurenberg*</i> - - -	4	286	<i>Concordia</i> - - -	10	400
Kernburg - - -	6	292	<i>Mirandola</i> - - -	8	408
Thalmeßing - - -	18	110	Buon Porto - - -	15	423
Greding - - -	6	116	Castel St. Giovanni - - -	10	433
Ingolstadt - - -	12	128	<i>Bologna</i> - - -	10	443
Pfaffenhoven - - -	12	140	Lojano - - -	16	459
<i>Munich</i> - - -	24	164	Pietra Mala - - -	8	467
Wolfrathshausen - - -	18	182	Refreddo - - -	8	475
Lachenheim - - -	10	192	Scarperia - - -	7	482
Mittenwald - - -	12	210	Vaglio - - -	9	491
Frauenberg - - -	8	218	Uccellatoio - - -	8	499
<i>Innsbruck</i> - - -	8	226	<i>Florence</i> - - -	9	508
Matray - - -	8	234	Casciano - - -	8	516
Brennerberg - - -	4	238	Tavernelle - - -	8	524
Sterzengen - - -	8	246	Poggibonzi - - -	8	532
<i>Brixen</i> - - -	16	262	<i>Sienna</i> - - -	8	540
Claufe - - -	8	270	Borgo - - -	6	546
Colmarn - - -	12	282	Lucignano - - -	4	550
<i>Batzen</i> - - -	8	290	Buon Convento - - -	5	555
Neumarck - - -	12	302	Torinieri - - -	6	561
Salom - - -	4	306	La Scala - - -	8	569
St. Michel - - -	4	310	<i>Radicofani</i> - - -	8	577
<i>Trent</i> - - -	8	318	Ponté Centino - - -	9	586

* The route by Augsburg is as follows :

Nurenberg		Augsburg - - -	4
Schwaback - - -	8	Landberg - - -	24
Weissenberg - - -	20	Rokeßel - - -	4
Pappenheim - - -	4	Tenhausen - - -	4
Monheim - - -	4	Schonge - - -	8
Donawarth - - -	6	Ethal - - -	16
Merdengen - - -	6	Parlinkerch - - -	6
Westendorf - - -	8	Mettlewald - - -	12
Langweit - - -	4	<i>Innsbruck.</i>	
Obenhausen - - -	4		

	Distance, in Eng. miles.	Total distance.		Distance, in Eng. miles.	Total distance.
<i>Aquapendente</i> - - -	8	594	<i>Nocera de Pagani</i> - -	6	801
<i>Bolsena</i> - - - -	10	604	<i>Salerno</i> - - - -	6	807
Monte Fiascone - -	9	613	Taverna Pinta - -	10	817
<i>Viterbo</i> - - - -	8	621	Evoli - - - -	8	825
Roncellione - - -	10	631	Lo Scorfo - - - -	10	835
Monte Roffi - - -	8	639	Auletta - - - -	10	845
Baccano - - - -	7	646	Sala - - - -	10	855
Prima Porta - - -	7	653	Casalnuova - - -	9	864
<i>Rome</i> - - - -	8	661	Laganero - - - -	7	871
Torredemezzavia - -	6	667	Lauria - - - -	12	883
Marino - - - -	6	673	Castelluccio - - -	9	892
Velettri - - - -	8	681	Rotonda - - - -	6	898
Cisterna - - - -	6	687	Castro Villari - -	10	908
Sermonetta - - -	8	695	Esaro - - - -	6	914
Casenuove - - -	8	703	Lafico - - - -	6	920
Piperno - - - -	9	712	Pontoni - - - -	6	926
<i>Terracena</i> - - -	10	722	<i>Cosenza</i> - - - -	5	931
Fondi - - - -	9	731	Belleto - - - -	10	941
Mola - - - -	9	740	Martorano - - -	5	946
Carigliano - - -	9	749	St. Beagio - - -	6	952
St. Agatha - - -	10	759	Fondico della Sica -	10	962
Francolisse - - -	5	764	Montelione - - -	10	972
<i>Capua Nova</i> - - -	4	768	St. Pietro di Melito	6	978
Aversa - - - -	6	774	Drofi - - - -	6	984
<i>Naples</i> - - - -	5	779	Paffi di Solano - -	5	989
Torre del Greco - -	6	785	Fuimara di Moro - -	6	995
Torre della Nunziata -	10	795	<i>Messina</i> - - - -	12	1007

Total number of miles from HAMBURGH to MESSINA - - - 1007

The calculation of distances in the above route I should imagine to be short of the actual stages; they are extracted from Nugent's grand tour, and are, I apprehend, computed miles only: if one fourth more were added, I should judge it nearer the truth.—Dutens, who is tolerably correct in regard to distances, gives the following route between NUREMBERG and NAPLES.

	Posts.	Distance in Eng. miles and 8ths of ditto.	Time.		REMARKS.
			H. M.		
Nuremberg	-	-	-	-	<p>The post is extremely well regulated all through Germany, although the accommodation is but indifferent, both in regard to provisions, and accommodation; excepting in large towns. Travelling by post is the most comfortable way; as the stage-coaches of the country are extremely ill-contrived and tedious.—A German post may be called twelve English miles: you pay about a florin a post for each horse; except in the Emperor's dominions, where it is only three quarters of a florin. The Germans keep their accounts in rix-dollars, florins, and creutzers. A rix-dollar is a florin and a half, and sixty creutzers make a florin. A guinea is worth eleven florins; and a louis d'or nearly as much. A ducat is worth four florins and fourteen creutzers.—In the Tirol you must naturally expect the roads to be very rugged, and steep, and in some places dangerous: but the country is highly picturesque, and well deserving the traveller's attention.—In Italy</p>
Schwabatch	-	-	I	30	
Roth	-	-	I	46	
Pleinfeld	-	-	I	3	
Dietfurt	-	-	I	45	
Monheim	-	-	I	29	
Donawert	-	-	I	26	
Meitingen	-	-	I $\frac{1}{2}$	23	
Augsburg	-	-	I $\frac{1}{2}$	20	
Schwabmuchen	-	-	I $\frac{1}{2}$	2	
Buckloch	-	-	I	26	
Kaufbeyren	-	-	I	2	
Stalen	-	-	I	35	
Fueffen	-	-	I	20	
Heiderwang	-	-	I	45	
Lermes	-	-	I	15	
Nazareith	-	-	I	5	
Bayerwis	-	-	I	5	
Distinbach	-	-	I	0	
Inspruck	-	-	I	57	
Schoemberg	-	-	I	10	
Steinach	-	-	I	48	
Brenner	-	-	I	15	
Sterzingen	-	-	I	40	
Mittewald	-	-	I	48	
Brixen	-	-	I	45	
Colman	-	-	I	30	
Teutschen	-	-	I	40	
Bolzano	-	-	I	46	
Brandfal	-	-	I	38	
Naimarck	-	-	I	40	
St. Michel	-	-	I	2	
Trent	-	-	I	55	
Roveredo	-	-	I	0	
Ala	-	-	I	20	
Peri	-	-	I	44	
Volarni	-	-	I	20	
Verona	-	-	I	50	

				Time.		REMARKS.
	Posts.	Distance in Eng- miles and 8ths of ditto.		H.	M.	
Villa Franca - - -		10 4	}	3	35	the roads are generally good, which makes posting very agreeable.—The Roman mile is about fifty toises shorter than the English mile.—The Italians have sequins, crowns, and paoli. The sequin is worth nearly twenty paoli; and the Roman crown about ten.—For two chaise-horses you pay eight paoli per post; and for a saddle-horse three; an Italian post is ten miles. It is very difficult in many places to procure lodging, especially a bed; it is therefore adviseable for a traveller to have his own bedding, which can be easily put up in a small canvas or leather bag: provided in this manner, you can readily put up at a convent, or any small inn on the road, where the beds are generally execrable. A little clean straw is always to be had.—It is proper to provide yourself at large towns with as much victuals and wine as will serve you to the next good stage; by this means you will
Roverbella - - -		7 2				
Mantua - - -		6 3		1	35	
Burgoforte - - -	2					
Reggio - - -	2					
Modena* - - -	2					
Somoiga - - -	1½	12 4		2	10	
Bologna - - -	1½	10 6		2	0	
Pianoro - - -	1½	10 2		1	55	
Loiano - - -	1½	9 4		2	50	
Feligara - - -	1	7 4		1	30	
Cubillario - - -	1	5 6		1	25	
Monte Careli - - -	1	7 6		2	0	
Alle Mascherre - - -	}	4		1	10	
Caffagiolo - - -		3		0	40	
Fontebuona - - -		7 4		1	35	
Florence - - -	1	8 2		1	30	
St. Cassiano - - -	1½	9 7		2	28	
Alle Tavernelle - - -	1	8 2		2	4	
Poggibonzi - - -	1	7 3		2	2	
Castiglioncello - - -	1	6 4		1	18	
Sienna - - -	1	10 1		1	30	
Montarone - - -	1	8 6		1	55	
Buonconvento - - -	1	7 3		1	20	
Tornieri - - -	1	5 5		1	2	
La Scala - - -	1	9		1	50	
Ricorfi - - -	1	4 4		1	35	
Radicofani - - -	1½	5 6		1	20	
Ponte Centino - - -	1	8 5		2	35	
Aqua Pendente - - -	¾	5		1	0	
St. Lorenzo - - -	¾	6 1		2	0	
Bolsena - - -	1	4 7		1	20	
Montefiascone - - -	1	8 3		1	43	
Viterba - - -	1	10		2	5	
La Montagne de Veterbo	1	5 1		1	20	
Ronciglione - - -	1	6 6		3	45	

* There is another road from Modena to Florence, but the Bolognese is generally preferred.

	Posts.	Distance in Eng. miles and 8ths of ditto.	Time.	REMARKS.
			H. M.	
Monterosi - - - -	I	9	I 40	
Baccano - - - -	I	6 4	I 4	
La Storta - - - -	I	8 4	I 28	
Rome - - - -	I	9	I 30	
Torre di Mezza Via -	I	8 2	I 20	will be well taken care of, which
Marino - - - -	$\frac{3}{4}$	6 2	I 0	would not otherwise be the case.
Faiola - - - -	$\frac{3}{4}$	4 6	I 0	—A traveller should avoid, in
Veletri - - - -	I	5 2	I 10	the different states of Germany
Cisterna - - - -	I	9 6	I 30	and Italy, having in his possession
Sermoneta - - - -	I	5 6	0 50	more money of any state than
Le Casenuove - - - -	I	8 6	I 40	what is sufficient for his expences
Piperno - - - -	I	5	I 18	in it: for what is current in one,
Marciti - - - -	I	7	I 45	may not be so in another.—
Terracina - - - -	I	7 3	I 30	Postillions, barriers, and the pas-
Fondi - - - -	$I\frac{1}{2}$	11 6	2 10	sage of rivers, are paid by the
Itri - - - -	I	7 4	I 18	traveller, beside his expence of
Mola di Gaeta - - - -	I	4 4		posting.
Garigliano - - - -	I	8 1	I 15	
St. Agata - - - -	I	9 2	I 25	
Francolisi - - - -	I	9 7	I 25	
Capua - - - -	I	8 6	I 25	
Aversa - - - -	I	12 5	2 0	
Naples - - - -	I	11 4	I 25	

The distance from Rome to Civita-Vechia, where travellers may embark for Naples or Messina, is forty-four miles. But should the port of Leghorn be preferred, the route from Florence is as follows:

From Florence to La Lastra	- - -	I Post
L'Ambrogiana	- - - - -	I do.
La Scala	- - - - -	I do.

Castel

(7)

Castel del Bosco	-	-	-	-	-	-	-	1 Post
La Fornacetti	-	-	-	-	-	-	-	1 do.
Pisa	-	-	-	-	-	-	-	1 do.
Leghorn	-	-	-	-	-	-	-	14 Miles.

There is another road by Pestoia and Lucca, which is not so near, though pleasanter.

CAPTAIN

CAPTAIN TAYLOR'S ROUTE

FROM

LONDON TO VENICE,

IN AUGUST 1789.

N. B. In time of peace, travellers may go from Harwich to Helvoetfluys, and from thence by the Moordyke and Antwerp to Mechlen, by water; from whence to Lovain it is only two posts; or from Flushing in the same manner. There is a canal from Ostend to Bruffels, for those who choose that route.—Travelling by water is remarkably cheap, and very commodious, all through the Low Countries.

Route from London to Venice.

STAGES.	English miles.		Posts.	Time on road.		Delays.	
	M.	F.		H.	M.	H.	M.
London to							
1. Dover - - - - -	72	0		10	0		
2. Ostend, by water - - - - -						18	30
3. Bruges - - - - -	12	0	2	3	30	0	30
4. Alter - - - - -	12	0	2	3	0	0	5
5. Ghent - - - - -	13	0	2	2	25	1	10
6. Quadright - - - - -	6	0	1	1	10	0	10
7. Aloft - - - - -	9	0	1 $\frac{1}{2}$	2	0	0	10
8. Asche - - - - -	8	0	1 $\frac{1}{2}$	1	30	0	12
9. Bruffels - - - - -	9	0	1 $\frac{1}{2}$	1	38	5	30
10. Cortenberg - - - - -	10	0	1 $\frac{2}{3}$	1	30	0	41
11. Lovain - - - - -	8	0	1 $\frac{1}{3}$	1	11	1	0
12. Tirlemont - - - - -	10	0	2	1	55	0	11
13. St. Tron - - - - -	12	0	2	2	24	8	40
14. Hores - - - - -	10	0	1 $\frac{2}{3}$	2	0	0	10
15. Liege - - - - -	10	0	1 $\frac{2}{3}$	2	50	1	0
16. La Batife - - - - -	12	0	2	4	5	2	25
17. Aix la Chapelle - - - - -	15	0	2	4	30	14	0
18. Juliers - - - - -	15	0	1 $\frac{1}{2}$	4	0	1	0
19. Berchem - - - - -	10	0	1	2	50	0	15
	253	0					

Remarks.

1. YORK.
2. Good accommodation at the hotel de la Cour Imperial.
3. Good accommodation at the post.
4. No accommodation.
5. Very good accommodation at the post. There is a navigable canal from hence to Ostend, with good boats—on the Scheld.
6. Bad accommodation.
7. Bad accommodation.—On the Dender.
8. Good at the post.
9. Excellent at the hotel d'Angleterre—slept and breakfasted—the roads from Ostend to this place are well paved; the country level, and affording but little variety.—The neighbourhood of Brussels is most delightful.
10. No accommodation.
11. Pretty good at the post—Delayed from want of cattle.
12. Pretty good at the post.
13. At the post the accommodation is bad; there is, however, a decent hotel in the town.—We here experienced a great delay, from want of horses: none procurable before two in the morning.
14. Hores is a dirty village, where you will find no accommodation.—Between this stage and the preceding, St. Tron, you quit the Low Countries, and enter Germany. You lose the Pavé after some distance from Brussels, and the road becomes worse.
15. The post-house is out of the town, a poor house; there are plenty of commodious hotels within the gates.—Crossed the Meuse.
16. A new and a good inn; the stage to this place is exceedingly steep and bad road; horses and driving bad—here another delay; not a horse to be had for several hours.
17. In consequence of the great resort to this place, a traveller has a right to expect good, and even elegant accommodation.—We were here within a short distance of Spa, but through very deep roads.—The approach to Aix la Chapelle, for four miles, is unspeakably bad, being mountainous, with heavy sand; the country about overgrown with bushes, and extremely wild in appearance—halted all night to procure cash from the bankers.
18. Indifferent accommodation—No horses—complained to the commandant, who assured us we should have the first that came in.
19. A dirty village—nothing good.

Route from London to Venice.

STAGES.	English miles.		Pofts.	Time on road.		Delays.	
	M.	F.		H.	M.	H.	M.
	253	0					
20. Cologne - - - - -	15	0	1 $\frac{1}{2}$	4	35	6	10
21. Bonn - - - - -	16	3	1 $\frac{1}{2}$	3	40	0	35
22. Remmagan - - - - -	13	2	1	3	5	4	40
23. Andernack - - - - -	13	1	1 $\frac{1}{2}$	3	40	8	10
24. Coblentz - - - - -	13	6	1	2	40	0	30
25. Naffau - - - - -	15	0	1 $\frac{1}{2}$	2	50	1	0
26. Narftetin - - - - -	12	0	1	3	0	0	15
27. Swalback - - - - -	11	0	1	2	30	7	15
28. Wisbad - - - - -	13	0	1	3	30	1	55
29. Mayence - - - - -	15	0	1 $\frac{1}{2}$	1	25	1	0
30. Oppenheim - - - - -	12	0	1	3	0	0	25
	402	4					

Remarks.

20. At the Ville de Prague tolerable; arriving just before the gates shut, obliged to remain till five next morning; slept in our clothes.
21. Good accommodation.—The last stage along the banks of the Rhine to the town; the country beautiful, with pleasant villages on the river side—halted till the horses fed.
22. A dirty, mean place; no accommodation. Here we were informed that the fair at Franckfort prevented our getting horses; and although we arrived at one o'clock, we were detained till within twenty minutes of six, at a wretched public house; bad victuals, and four wine, with abundance of imposition—at last no horses for the servants—the driving bad.
23. A very comfortable post-house.—The last stage, notwithstanding every inconvenience, proved the most pleasing one we had experienced. The Rhine confined between the hills, with neat houses close on the river, with the vineyards extended on the sides of the mountains, and an excellent road keeping the exact direction of the stream, which frequently opened upon us with fresh beauty, gave unspeakable grandeur to the scene. The clearest moon-shine I ever recollect to have seen, brought us to the gates of Andernack. Our host, under various pretences, delayed our departure till morning; pleading the gates being shut, no horses, and in short, seemed unwilling to lose our custom; in return gave us some of the best wine we had yet tasted.
24. Good accommodation—on the confluence of the Rhine and Moselle, past the former on a pont volant.
25. Poor and ill built—no accommodation.—This stage we were under the necessity of taking six horses, the road being extremely steep and mountainous. At two leagues from Coblantz, past the hot baths of Embs; this place belongs to the Prince of Orange.—No horses.
26. Very bad accommodation.—The last stage six horses half way only.—A little out of Nassau, crossed the Lahn on a flat-bottomed boat.
27. A poor, ill-built village, with bad accommodation—No horses till three in the morning; obliged to sleep in wretched beds in our cloaths; set out with six horses, on account of the bad road.—Hot baths.
28. Good accommodation.—Warm baths.—No horses.
29. Good accommodation.—Large, spacious city, but narrow streets —Crossed the Rhine to the town, over a handsome bridge of boats.
30. Bad accommodation—the town long, steep, ill-built, and dirty—On the Rhine.

Route from London to Venice.

STAGES.	English miles.		Posts.	Time on road.		Delays.	
	M.	F.		H.	M.	H.	M.
31. Worms - - - - -	402 15	4 4	1	3	45	2	30
32. Mannheim - - - - -	13	4	1	4	0	10	0
33. Schewtzingen - - - - -	10	0	$\frac{3}{4}$	1	30	3	15
34. Waughaufl - - - - -	12	0	1	2	0	0	15
35. Craben - - - - -	16	0	$1\frac{1}{2}$	2	45	0	45
36. Carlsruh - - - - -	16	0	$1\frac{1}{2}$	2	55	0	45
37. Pforzheim - - - - -	18	0	$1\frac{3}{4}$	4	35	1	20
38. Enbzingen - - - - -	15	1	$1\frac{1}{2}$	3	10	0	30
39. Constatt - - - - -	14	0	$1\frac{1}{2}$	2	54	0	51
40. Blockingen - - - - -	14	0	$1\frac{1}{2}$	2	30	0	27
41. Geoppingen - - - - -	12	2	1	2	6	0	32
42. Guislingen - - - - -	12	1	1	3	0	6	55
43. Westerfetten - - - - -	12	5	1	2	15	0	30
44. Ulm - - - - -	10	4	1	1	50	0	10
	594	1					

Remarks.

31. At the post an elegant hotel. We arrived here with our horses jaded, having brought them on two stages, halting nearly an hour at Oppenheim to refresh them. On coming to the post at half past six P. M. found a scheme to detain us all night, for the benefit of the house; with much trouble we got horses at nine, but too late, as the post-master well knew, to gain admittance into Mannheim: we were, therefore, obliged to sleep in the carriage, under a very heavy rain, at a small village, within three miles of that place, where we changed horses, and crossed a very handsome bridge of boats to Mannheim, at five o'clock—On the Rhine.
32. Elegant accommodations, with excellent wine, especially Burgundy and Tokay—filled a basket with cold victuals, and some of the best wine; having business to transact with the banker, halted ten hours.—On the Rhine and Neckar.
33. A neat little inn, where we dined very comfortably.—Last stage the iron-work which supported the hind spring of the carriage gave way—had it repaired.—The post a single house—bad accommodation.
34. A dirty village; bad accommodation.—The postillion at Waughaufl by some mistake took the wrong road, and carried us considerably out of the way: the nearest and best is as follows.

Waughaufl				
Bruschal	-	-	-	1 Post
Kentlingen	-	-	-	1½ do.
Gutzwingen	-	-	-	1½ do.
Constat	-	-	-	1½ do.
35. At Craben the mistake was discovered, but too late to return, and after much altercation, I procured from the post-master the nearest route—travelling all night.
36. The post but indifferent.—Obliged to hire a chaise for the servants.
37. Tolerably good at the post.—Tedious road.
38. The post scarcely tolerable—Nothing better to be had.
39. Tolerable.
40. Indifferent.
41. Neat accommodation—A small village.
42. Decent accommodation in a very indifferent village—Slept in our clothes.
43. Single house, very good—horses excellent.
44. Good accommodation; good drivers and horses.—The Danube, which we crossed at Ulm, is here an inconsiderable stream, but very rapid.

Route from London to Venice.

STAGES.	English miles.		Posts.	Time on road.		Delays.	
	M.	F.		H.	M.	H.	M.
	594	I					
45. Illertissen - - - - -	15	O	$1\frac{1}{2}$	2	45	O	30
46. Mimmigen - - - - -	16	O	$1\frac{1}{2}$	3	50	O	30
47. Eicholz - - - - -	13	O	I	2	20	O	35
48. Kempton - - - - -	11	O	I	2	5	6	50
49. Kempterwald - - - - -	7	7	I	I	40	O	10
50. Weifbach - - - - -	9	I	I	2	O	O	25
51. Fuesen - - - - -	12	7	$\frac{3}{4}$	I	30	O	25
52. Reita - - - - -	8	O	$\frac{3}{4}$	I	41	I	O
53. Lermes - - - - -	11	O	I	2	24	O	11
54. Nazareth - - - - -	10	2	I	2	10	O	55
55. Barewis - - - - -	8	2	I	2	O	O	50
56. Inspruck - - - - -	8	4	I	2	30	9	20
57. Dirfienbach - - - - -	11	2	I	3	5	O	35
	736	2					

Remarks.

45. Bad.—Pretty country.—Good horses and driving.
46. Good.—A neat little fortified town, remarkably clean.
47. A single house, very handsome.—This part of the country extremely pleasant, with good roads, particularly here, where they are not inferior to that of Bath—the clumps of trees and the distant view of the Alps affording a pleasing prospect; the people here begin to understand Italian.
48. Accommodation very indifferent at the post.—This place is famous for a large and handsome abbey—being fatigued, remained all night. Stands on the river Iller.
49. The post a single house; very good. An easy ascent from Kempton.
50. No accommodation—road good amongst hills.—The post-master here can save a traveller something in point of distance, by sending him a near road direct to Lermes, and thereby avoiding Feufen; but in this case you must pay a guilder a horse to the post-master of that place, but in doing so you both save money and distance.
51. Poor accommodation.—A romantic situation; an old castle, waterfall, surrounding hills, and a covered bridge, which is frequently met with in the Tyrol; the river Leck runs past, and near to the foot of the Alps: the bridges being of wood, are covered, to preserve them from the rain.
52. The post good, and neat.—Five miles from Fuesen, which is nearly the commencement of the Tyrol, you begin to ascend the Alps, and soon after you pass the little fort of Nubas, which formerly was garrisoned, but since the war between the Emperor and the Turks, the garrison of Nubas, as well as all the other small forts on the Alps, are withdrawn: they are built in situations to command the most difficult passes.—Reita stands also on the river Leck.
53. Good accommodations.—Close by the river Loyfa, between Reita and Lermes, passed through the castle of Ehrenburg, but which contained no troops.
54. But very indifferent accommodation.—The road being very dangerous next stage, drank tea whilst the moon was getting up.
55. The post a single house, with good accommodation.
56. Bad accommodation.
57. Excellent inns—No horses. Count Potocki, the Polish Ambassador to the Porte, having gone on a short time before we arrived; obliged to wait their return, along with many other travellers, the Count's suite being nearly one hundred people.—On the river Inn.

Route from London to Venice.

STAGES.	English miles.		Posts.	Time on road.		Delays.	
	M.	F.		H.	M.	H.	M.
	736	2					
58. Schonberg - - - - -	7	2	I	2	25	0	17
59. Steinach - - - - -	8	I	I	I	58	0	50
60. Brenner - - - - -	6	5	I	2	15	0	35
61. Storzigen - - - - -	9	5	I	I	30	0	50
62. Mittewald - - - - -	9	7	I	2	40	0	15
63. Brixen - - - - -	7	7	I	2	10	0	20
64. Colman - - - - -	11	I	I	2	26	0	10
65. Teufchen - - - - -	6	3	I	I	15	0	30
66. Bolzano - - - - -	7	6	I	I	45	2	0
67. Branzol - - - - -	8	0	I	I	30	0	20
68. Engha - - - - -	7	0	$\frac{3}{4}$	I	28	0	10
69. Salone - - - - -	7	0	$\frac{3}{4}$	I	22	5	10
70. Lavis - - - - -	9	0	I	2	0	0	15
71. Trent - - - - -	8	0	$\frac{3}{4}$	I	5	10	35
72. Befine - - - - -	9	0	I	I	20	0	25
73. and 74. Roveredo and Ala - -	18	0	2	5	25	0	30
75. Bery - - - - -	11	0	I	3	30	0	10
76. Volarni - - - - -	9	I	I	I	11	0	20
77. Verona - - - - -	12	7	I	I	29	0	40
78. Caldeiro - - - - -	8	6	I	0	30	0	10
79. Montibello - - - - -	12	0	$1\frac{1}{2}$	3	5	I	15
80. Vicenza - - - - -	10	6	I	I	35	0	10
81. Slefiga - - - - -	10	7	I	I	45	0	8
82. Padua - - - - -	10	0	I	I	7	3	15
83. Dolo - - - - -	10	0	I				
84. Fufina - - - - -	9	0	I	10	0	0	0
Venice across the Lagune - - }	5	0					
	986	2					

Remarks.

58. Post a single house; bad accommodation.—Came this stage with six horses; ascent all the way.
59. Good accommodation—A small village.
60. Post a single house; no accommodation—the road much confined, but tolerably good.
61. Bad accommodation.
62. The post, bad—A small village; road good; descent from the last stage.
63. Tolerable accommodation.—On the confluence of the Runtz and Eifoch.
64. The post a single house; no accommodation—the road along the Sill.
65. The post a single house; no accommodation—road a narrow descent along the Sill.
66. Excellent house, and handsome town—dined at the Sun.—Vineyards in excellent order.
67. Bad accommodation.—Here the country begins to open.
68. No accommodation.
69. No accommodation.—Road good.—No horses; obliged to wait the most part of the night in the carriage.
70. No accommodation.
71. Good accommodation.—No horses.—Changed our route for the better; taking the low road to Venice in place of the hilly one by the way of Balsano.
72. No accommodation.—The road pretty good along the Adige.
73. and 74. Changed horses at Roveredo, and arrived at Ala.
75. Accommodation not good.
76. Indifferent accommodation.—Halted twenty minutes.
77. Excellent inns—breakfasted.—On the Adige.
78. Indifferent accommodation—Fine roads, good horses and drivers.
79. Bad accommodation—a little place.—On the way thither broke down; halted and repaired.
80. Good accommodation, and excellent roads, with great expedition.
81. No accommodation.—Roads good.
82. The Aquila d'oro an excellent inn, where we supped.—On the Brenta.
83. Down the river Brenta in a covered boat, and crossed the Lagune to Venice, which took us ten hours, from Padua: I apprehend, from our leaving Padua at night, that the boatmen were not very active, and that it may be done in much less time. There are a few inconsiderable locks on the river, if it may be termed so, having more the appearance of a mud ditch.—By land from Padua to Dolo is ten English miles; from thence to Fusina the same distance; Fusina being situated where the Brenta debouches into the Lagune, you must take a small boat to carry you across to Venice, which is distant about three or four miles.

It will be observed, that our great ground of complaint during this journey was the delay occasioned from the want of horses; the post-masters frequently not keeping up their proper number, or else employing them at their farms, or other drudgery. As also from the badness of the roads at some times, and the bad driving of the German postillions, whom neither money nor menaces can rouse from their lethargy. In Italy the drivers are much more alert, and approach nearer in every respect to those of England.—The harness all through both Germany and Italy is infamously bad, frequently nothing better than common rope, and often of untanned leather, so rotten that you are continually apprehensive of something giving way; and your temper much tried by the tedious repairs of your phlegmatic guide, who dismounts to adjust his harness with the solemnity of a senator. From this fact it is necessary to have harness for four, or even six horses, especially with a coach, as you are sometimes obliged, in long stages, and where the roads are bad, to take that number. Good English saddles for your servants will enable them to continue on horseback much longer than if they were supplied with the vile uneasy German ones. Afterwards they will be found particularly useful should a traveller prefer the great desert, as they are much more pleasant than the saddles procured in Syria, and withal much cooler in warm weather.—The lightness, and at the same time the strength of your carriage, is a circumstance to be considered in travelling through Germany; where that is united in a post-chaise, I should prefer it to any other conveyance whether English or foreign.

The want of horses constitutes, as I have already said, a great grievance, and is a convincing proof of the bad effects of monopolies. No person in the town or village but the post-master dare to give you horses, unless with his permission; and for this exclusive right the Emperor receives a handsome duty, to the great annoyance of travellers, particularly of those who come to spend their money abroad, and who experience delays and inconvenience in being frequently obliged to halt at dirty inns without accommodation of any kind. To an English traveller nothing can be more disgusting.—For these delays there is no redress. I attempted at Juliers to complain to the commandant, in whose hands I was told the authority lay; he acquainted me that I should be supplied with the first horses that arrived, allowing them half an hour to eat
their

their corn. But this was nothing to what we suffered at Wisbad, a place famous for its hot baths. On our arrival we were told the horses would be immediately put to; but, to our utter mortification, before that happened, the diligence came in, swept the stable of every horse, and left us moping in the carriage, to contemplate the miseries of human life, in the figure of every miserable invalid as they crawled from their quarters to walk in the garden, or to use the medicinal waters of this place, at an early hour in the morning. The post-master seeing us determined not alight, procured us horses taken from his hay-cart, after a detention of one hour and fifty-five minutes.

These and similar delays, occasioned, I may assert, our being two days longer on the road than we should have otherwise been; there were, however, some circumstances in favour of the post-masters: the great demand for horses to transport the French refugees; the revolution at Liege; and the annual fair at Franckfort, contributed considerably to the scarcity. For two days we experienced a hardship from Count George Potocki, the ambassador from the republic of Poland to the Porte, having, with a suite of nearly one hundred people, got before us on the road, taking all the post-horses, and obliging our party to wait their return, or, what was equally unpleasant, to harness his jaded cattle. At Trent, to put a stop to the like inconvenience, we changed our route, and arrived in Venice nearly twenty-four hours before the Count.—I only mention these trivial matters to put a traveller on his guard, and to advise him to lay in a stock of patience, as a very-necessary article for the journey.

*A Route through Germany, Swisserland, Savoy, and Piedmont,
to Turin, Genoa, and Leghorn.*

	Posts.	English miles.	Time.	REMARKS.
From Hamburg to			H. M.	
Harburg - - - -		4		
Zarendorf - - - -		16		
Wibzendorf - - - -		16		
Zell - - - -		16		
Engsen - - - -		10		
Hanover (1) - - - -		10		(1) The Imperial crown.
Bautel - - - -		10		
Limmer - - - -		10		
Eimbeck - - - -		8		
Northeim - - - -		8		
Norden - - - -		4		
Haffe - - - -		4		
Fahrlosen - - - -		4		
Munden - - - -		4		
Cassel (2) - - - -		8		(2) At the city of Stocholm.
Werckel - - - -		12		
Fritzlaar - - - -		3		
Jesberg - - - -		8		
Halldorf - - - -		8		
Marburg - - - -		8		
Gieffen (3) - - - -		12		(3) At the Wild-man.
Butzbach - - - -		8		
Friedberg (4) - - - -		4		(4) Swan.
Franckfort (5) - - - -		12		(5) The Roman Emperor.
		209		

	Posts.	Eng. miles.	Time.	REMARKS.
			H. M.	
<i>Hesse Darmstadt</i> (1) - - -	$1\frac{1}{2}$		3 45	(1) Good inn at the post house.
<i>Heppenheim</i> - - -	$1\frac{3}{4}$		4 20	
<i>Heidelberg</i> (2) - - -	$1\frac{3}{4}$		3 10	(2) At the Bull; a middling inn.
<i>Manheim</i> - - -	$1\frac{1}{2}$		2 0	
<i>Shwetzingen</i> - - -	$\frac{3}{4}$	10	1 30	
<i>Waghousel</i> - - -	1	12	1 50	
<i>Craben</i> - - -	1	12	1 30	
<i>Carlsruhe</i> (3) - - -	$1\frac{1}{4}$	14	2 5	(3) At the post a good inn.
<i>Rastadt</i> (4) - - -	$1\frac{1}{2}$			(4) At the post a good inn.
<i>Biel</i> - - -	1			
<i>Appenweyer</i> - - -	$1\frac{1}{4}$			
<i>Offenburg</i> - - -	$1\frac{1}{2}$			
<i>Freisenheim</i> - - -	$\frac{3}{4}$			
<i>Kenfingen</i> - - -	$1\frac{1}{2}$			
<i>Emmendingen</i> (5) - - -	$\frac{3}{4}$			(5) At the post a good inn.
<i>Friburg</i> - - -	$\frac{3}{4}$			The roads are in general extremely good, and the country fruitful; the accommodation is excellent, and the inhabitants obliging.
<i>Krobzingen</i> - - -	$\frac{3}{4}$			
<i>Mulheim</i> - - -	$\frac{3}{4}$			
<i>Kalteherberg</i> - - -	1		1 35	
<i>Basle</i> (6) - - -	1		2 25	(6) At the Three Kings.
	Lieus			
<i>Lichtal</i> - - -	2	10	2 3 50	
<i>Balstel</i> - - -	3	15	6 4 50	
<i>Soleure</i> (7) - - -	2	12	4 5 30	(7) La Tour rouge.
<i>Berne</i> (8) - - -	3	21	6 0	(8) At the Falcon, or Crown.
<i>Morat</i> - - -	3	16	7 3 4	In this country the inns and roads are equally good.—You find the people happy; none in rags, or a house in decay.
<i>Payerne</i> - - -	$2\frac{1}{2}$	11	5 2 30	
<i>Moudon</i> (9) - - -	2	13	6 2 55	
<i>Lausanne</i> (10) - - -	$2\frac{1}{2}$	14	7 4 40	(9) A la tete noir.
<i>Rolles</i> - - -	3	16	14 45	(10) Golden Lion.
<i>Geneva</i> (11) - - -	$3\frac{1}{2}$	20	15 5	(11) Aux Balances, a very good inn.
<i>Frangy</i> - - -	$2\frac{1}{2}$	15	5 0	
<i>Remilly</i> - - -	2	14	4 0	
<i>Aix le Bains</i> - - -	$1\frac{1}{2}$	11	3 0	
<i>Chambery</i> - - -	1	$6\frac{1}{2}$	1 55	
<i>Montmelian</i> - - -	$1\frac{1}{2}$	9	2 30	
<i>Mal Taverne</i> - - -	1	$14\frac{1}{2}$	4 0	(12) A good inn at the post.
<i>Aiguebelle</i> (12) - - -	1			
<i>Erpierre</i> - - -	1	7	1 50	
<i>La Chamber</i> (13) - - -	1	$7\frac{1}{4}$	2 0	(13) May procure lodging here.
<i>St. Jean de Maurienne</i> (14) - - -	1	$7\frac{1}{2}$	2 0	(14) At the St. George.

	Posts.	Eng. miles.	Time.	REMARKS.
			H. M.	
St. Michel	1½	8	2 10	
St. Andre	1½	8	2 50	
Modani	1	3½	1 10	
Villarodin	1	2½	1 0	
Brament	1	3½	1 15	
Lannebourg	1½	8	2 30	
Mont Cenis { Aux petites tavernes	1	6½		
{ L'Hopital	1	6		
{ La grande Croix (1)	1	6		(1) Refreshments are procured here.
La Novaleze	1	6		
Suze	1	5½	2 0	
La Zaconiere	1½	9½	4 30	
S. Ambroise	1	6¾		
Rivoli	1¼	8½		
Turin (2)	1¼	8	4 30	(2) At the Royal Hotel, or the Hotel-d'Angleterre.
Trufarello		6		
Poverino		6		
St. Michele		6		
Asti		6		
Felizzano		8		
Alexandria		8		
Pastorano		10		
Ottagio		10		
Borgo		10		
Genoa		7		
Recco		9		
Rapello		6		
Chiavari		5		
Sestri		7		
Bracco		5		
Materano		5		
Borghetto		6		
Sarzana		10		
Lavenza		5		
Maffa di Carrara		5		
Pietra Santa		5		
Viareggio		5		
Torretto		5		
Pisa		5		
Leghorn		14		

The above route is by much the most agreeable, especially if a traveller can stay to enjoy the beauties of the countries through which he passes.—At this time the irruptions of the French into Savoy may prevent the communication; but as far as Basle, or Berne, it is practicable: from thence to Lucerne, Altorf, Ortera, Airola, Glornigo, Bellinzona, and Como, to Milan; and by the way of Parma and Modena to Florence.

Route from Hamburgh to Rome, by Vienna, Trieste, and Ancona.

From Hamburgh to Nuremberg as before stated.

	English miles.		English miles.
<i>Nuremberg</i>		<i>Mathausen</i> - - - - -	12
<i>Feicht</i> - - - - -	4	<i>Grein</i> - - - - -	18
<i>Ferrieden</i> - - - - -	6	<i>Ips</i> - - - - -	14
<i>Paspau</i> - - - - -	6	<i>Molick</i> - - - - -	12
<i>Neumarckt</i> - - - - -	4	<i>Krems</i> - - - - -	16
<i>Teiningen</i> - - - - -	4	<i>Hollenburg</i> - - - - -	8
<i>Parlsberg</i> - - - - -	8	<i>Stockerau</i> - - - - -	16
<i>Beribzhausen</i> - - - - -	8	<i>Korn Neuburg</i> - - - - -	6
<i>Ettershausen</i> - - - - -	4	<i>Vienna</i> - - - - -	8
<i>Ratisbon</i> - - - - -	4		
From hence by water to Vienna you pass the following places:			Post Stages.
<i>Passau</i>		<i>Traefkirchen</i> - - - - -	I
<i>Lintz</i> *		<i>Neustadt</i> - - - - -	I
<i>Ens</i>		<i>Neukirchen</i> - - - - -	I
<i>Welcke</i>		<i>Schottwin</i> - - - - -	I
<i>Vienna.</i>		<i>Mehrzuschlag</i> - - - - -	I
Or else by land from Ratisbon to		<i>Kriegla</i> - - - - -	I
<i>Schreckenhoven</i> - - - - -	8	<i>Pruck</i> - - - - -	I
<i>Pfeter</i> - - - - -	4	<i>Rolelstab</i> - - - - -	I
<i>Straubingen</i> - - - - -	12	<i>Pechau</i> - - - - -	I
<i>Deckendorf</i> - - - - -	16	<i>Gratz</i> - - - - -	I
<i>Hofkirchen</i> - - - - -	12	<i>Muhregg</i> - - - - -	2
<i>Vilshoven</i> - - - - -	4	<i>Erenauen</i> - - - - -	I
<i>Sambach</i> - - - - -	4	<i>Mahrburg</i> - - - - -	I
<i>Passau</i> - - - - -	16	<i>Freystritz</i> - - - - -	I
<i>Wichenstein</i> - - - - -	6	<i>Ganomitz</i> - - - - -	I
<i>Ottenheim</i> - - - - -	20	<i>Cilly</i> - - - - -	I
<i>Lintz</i> - - - - -	6	<i>Frantz</i> - - - - -	I
		<i>Popetsch</i> - - - - -	2
		<i>Laubach</i> † - - - - -	2

* It is nearer to avoid Vienna, and proceed from Lintz to Trieste, by Gurck and Clagenfurt.

† From Laubach to Venice is twelve posts by Palma Nova.

From

From the city of Laubach to Ober Laubach is five leagues English : Ober Laubach to Trieste about ten leagues. From Trieste a traveller may embark for Venice or Ancona ; with both places a constant communication by sea is kept up. To Venice there is a regular packet-boat ; the distance ninety Italian miles.

	Posts.	Distance, in Eng. miles.	Time.
			H. M.
<i>Ancona</i> to			
Camerano - - - - -	I	9 $\frac{1}{2}$	I 45
Loretto - - - - -	I	8	I 35
Burcheto - - - - -	I	10 $\frac{1}{2}$	2 30
Marcerata - - - - -	I	6 $\frac{1}{4}$	I 0
Tolentino - - - - -	I $\frac{1}{2}$	11	2 0
Valcimara - - - - -	I	8	I 35
Ponte de la Trava - - - - -	I	7 $\frac{1}{2}$	I 30
Serravalle - - - - -	I	7	I 15
Le Cafe Nuova - - - - -	I	9 $\frac{1}{2}$	2 10
Foligno - - - - -	I	9	I 50
Le Vene - - - - -	I	9	I 30
Spolito - - - - -	I	7 $\frac{1}{2}$	I 0
Strettura - - - - -	I	9 $\frac{1}{4}$	2 10
Terni - - - - -	I	8	I 30
Narni - - - - -	I	8 $\frac{1}{4}$	I 30
Otricoli - - - - -	I	8 $\frac{1}{4}$	2 0
Borghetto - - - - -	$\frac{3}{4}$	6 $\frac{1}{4}$	I 0
Civita Castellana - - - - -	$\frac{3}{4}$	6	0 50
Rignano - - - - -	I	7 $\frac{1}{2}$	I 50
Castel Nuovo - - - - -	I	6	I 15
Malborghetto - - - - -	$\frac{3}{4}$	5	I 0
Prima Porta - - - - -	$\frac{3}{4}$	4 $\frac{1}{2}$	0 40
Rome - - - - -	I	6	I 0

There is accommodation every stage that is marked by italic.

*Journey from Naples to Ottranto, passing through Barletta,
Bari, and Lecce.*

Naples					Bari	-	-	-	-	post and half.
Marianella	-	-	-	post and half.	Mola di Bari	-	-	-	-	post and half.
Cardinaro	-	-	-	post and half.	St. Vito	-	-	-	-	post.
Avellino	-	-	-	post and half.	Monopoli	-	-	-	-	post.
Dente Cane	-	-	-	post and half.	Fasciano	-	-	-	-	post.
Grotto Miranda	-	-	-	post.	Ostumi	-	-	-	-	post and half.
Ariano	-	-	-	post.	St. Vito della Macchia					post.
Savignano	-	-	-	post.	Mafagne	-	-	-	-	post.
Ponte Bovino	-	-	-	post and half.	St. Pietro della Macchia					post and half.
Ardonia	-	-	-	post and half.	Lecce	-	-	-	-	post.
Cerigniola	-	-	-	post and half.	St. Pietro in Galatina					post and half.
St. Cassano	-	-	-	post.	Ottranto	-	-	-	-	post and half.
Barletta	-	-	-	post.	From Lecce to Ottranto the posts are not regulated; but you may find horses all the way.					
Biseglie	-	-	-	post.						
Giovenazzo	-	-	-	post.						

*Journey from Milan to the Mountain of Sempione, and
Geneva.*

Milan					Briga	-	-	-	-	post.
Castellanza	-	-	-	posts two.	Vespi	-	-	-	-	post.
Sesto	-	-	-	posts two.	Tortomagna	-	-	-	-	post.
Lago	-	-	-	three and half.	Ciera	-	-	-	-	post.
Dumodossola	-	-	-	posts two.	Sion	-	-	-	-	post.
Duverer	-	-	-	post.	St. Pietro	-	-	-	-	post.
Here end the posts of Italy. You must now dismount from your chaise, and hire mules to carry the chaise and baggage to Briga, the first town in the Valesse, paying at the rate of post, with drink-money to the postillion, until you come to Briga. From Duverer you come to Sempione.— Here ends Italy.					Martiniz	-	-	-	-	post and half.
					St. Maurizio	-	-	-	-	post.
					Eghel	-	-	-	-	post and half.
					Vivé	-	-	-	-	post.
					Lausanne	-	-	-	-	post.
					Margia	-	-	-	-	post.
					Evian	-	-	-	-	post.
					Menon	-	-	-	-	post.
Sempione	-	-	-	posts three.	Geneva	-	-	-	-	post.

Route

Route from Vienna to Constantinople.

Vienna			
Fissamet	-	-	posts two.
Tieffaltemburg	-	-	posts two.
Tarendorff	-	-	post and half.
Wifelburg	-	-	post and half.
Hochstrafen	-	-	post and half.
Raab	-	-	post.
Geny	-	-	post.
Gomora	-	-	posts two.
Nefmülk	-	-	post.
Neudorf	-	-	post.
Dorack	-	-	post.
Werefwar	-	-	post and half.
Buda	-	-	post and half.
Amfabé	-	-	post and half.
Ertzin	-	-	post.
Adon	-	-	post.
Pontelli	-	-	post.
Fuldwa	-	-	post and half.
Pax	-	-	posts two.
Tolna	-	-	posts two.
Sechzar	-	-	post.
Bataffech	-	-	post and half.
Suttſui	-	-	post.
Mohacz	-	-	post.
Iſſus	-	-	posts two.
Kolluth	-	-	post.
Samber	-	-	posts two.
Labſcora	-	-	post and half.
Carabuhcora	-	-	post and half.
Gloſens	-	-	posts two.
Patſch	-	-	posts two.
Peterwaradin	-	-	posts two.
Befchie	-	-	posts two.
Benochie	-	-	posts two.
Belgrade	-	-	posts two.

From Belgrade to Hiſſargik it is

fix leagues, through a large plain. At Hiſſargik you muſt hire Janiſſaries to conduct you through this country, as far as Haſſan, being infeſted with robbers.

Collar - - - fix leagues.

Haſſan Baſcia - - fix leagues.

Jagodna - - - twelve leagues.

Rama - - - fix leagues.

Here you paſs through a dangerous country.

Niſſa - - - twelve leagues.

Here you paſs through a very dangerous country, being all woods, and infeſted with robbers.

Schiarchioi - - - twelve leagues.

Here you have fine plains, and the reſt woods.

Sopha - - - twelve leagues.

Here you have plains inhabited chiefly by Greeks.

Jutiman - - - twelve leagues.

Tartarpoſſagik - - twelve leagues.

Here you paſs through Iſſargik and Senichoi. With theſe horſes you paſs through the iron gate, by the Turks called Kapider Vent.

Philebe, or Philippoli twelve leagues.

Ebepce - - - twelve leagues.

Adrianopoli - - ten leagues.

Apſa - - - fix leagues.

Baba - - - fix leagues.

Birgas - - - fix leagues.

Ciorlu - - - ten leagues.

Ciliurea - - - ten leagues.

Constantinople - twelve leagues.

*LATITUDE and LONGITUDE of the principal Places useful
to be known by Travellers going to India over Land,
derived from the best Authorities.*

	Latitude.				Longitude.			
	Deg.	min.	sec.		Deg.	min.	sec.	
Aleppo - - - - -	35	45	23	N.	37	20	0	E.
Alexandretta - - - - -	36	35	10	N.	36	20	0	E.
Alexandria - - - - -	31	11	20	N.	30	16	30	E.
Candia Island - - - - -	35	18	35	N.	25	18	0	E.
Bombay - - - - -	18	57	0	N.	72	40	0	E.
Calicut - - - - -	11	21	0	N.	76	3	0	E.
Cairo - - - - -	30	2	44	N.	31	27	15	E.
Candia - - - - -	35	18	35	N.	25	18	0	E.
Calcutta - - - - -	22	33	0	N.	88	28	0	E.
Cape Comorin - - - - -	7	57	0	N.	77	47	0	E.
Cochin - - - - -	9	58	0	N.	76	22	0	E.
Constantinople - - - - -	41	1	24	N.	28	53	49	E.
Goa - - - - -	15	31	0	N.	73	45	0	E.
Gedda - - - - -	21	29	0	N.	39	22	0	E.
Madras - - - - -	13	4	45	N.	80	23	0	E.
Negapatnam - - - - -	10	50	0	N.				
Surat - - - - -	21	10	0	N.	72	22	0	E.
Sacrifice Rock - - - - -	11	36	0	N.				
Tellicherry - - - - -	11	50	0	N.	75	45	0	E.
Mount Dilla - - - - -	12	6	0	N.				
Mangalore - - - - -	12	50	0	N.				
Anjengo - - - - -	8	42	0	N.	76	25	0	E.
Manara - - - - -	8	57	0	N.				
Island of Seukelipar * - - -	10	2	0	N.	72	24	0	E.
Island of Maliquo * - - -	9	12	0	N.	72	51	0	E.
Island of Calpenny † - - -	10	4	0	N.				
Island of Kelay † - - -	8	13	0	N.	73	9	0	E.
Cape Guardafui - - - - -	11	45	0	N.				
Cape Aden - - - - -	12	40	0	N.				

* Ten degree channel—Laccadive Islands.

† Nine degree channel—Laccadive Islands.

	Latitude.			Longitude.		
	Deg.	min.	sec.	Deg.	min.	sec.
Body of Socotra - - - -	12	45	0 N.			
Cape Rosalgate - - - -	22	12	55 N.	59	55	0 E.
Muscat - - - - -	23	25	0 N.			
Cape Jacques - - - - -	25	50	0 N.			
Cape Guadel - - - - -	25	25	0 N.			
Point de Gall - - - - -	6	0	0 N.	80	15	0 E.
Buffora - - - - -	30	30	0 N.	47	33	0 E.
Coffier - - - - -	26	7	51 N.	34	4	15 E.
Cape Mahomed (Red Sea) -	27	54	0 N.			
Yambo - - - - -	24	3	35 N.	38	16	30 E.
Ras Heli (the boundary between Yeman and Hejaz) - -	18	36	0 N.			
Loheia - - - - -	15	40	52 N.	42	58	15 E.
Suez - - - - -	29	57	0 N.			
Mocha - - - - -	13	19	0 N.			
Tor - - - - -	28	12	0 N.			
Babel Mandel - - - - -	12	38	0 N.			
Cape St. Anthony - - - -	12	32	0 N.			
Bagdad - - - - -	33	20	0 N.	43	46	30 E.
Cannanore - - - - -	12	1	0 N.			

THE END.

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